



Efficient, Low-Cost Fan System Research for General Aviation and Commuter Aircraft

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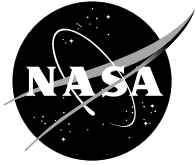
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Efficient, Low-Cost Fan System Research for General Aviation and Commuter Aircraft

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Prepared under Contract NAS3-27644

National Aeronautics and
Space Administration

Glenn Research Center

Document History

This research was originally published internally as AST020 in December 1997.

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**EFFICIENT, LOW-COST FAN SYSTEM RESEARCH
FOR GENERAL AVIATION & COMMUTER AIRCRAFT**

PREFACE

This investigation was conducted by Advanced Propulsion Inc. of Phoenix, Arizona under Contract NAS3-27644, administered by the National Aeronautics and Space Administration, Lewis Research Center. The Advanced Propulsion Inc. principal investigator was G. L. Merrill. Aerodynamics design and analysis support was provided by B. Cassem. Mechanical/structural design and analysis support was provided by G. Pittard. The NASA Contracting Officers were K. R. Brocone and H. Shaw. The NASA Contracting Officer's Technical Representative, J. D. Eisenberg, provided technical direction for the program.

EFFICIENT, LOW-COST FAN SYSTEM RESEARCH FOR GENERAL AVIATION & COMMUTER AIRCRAFT

ABSTRACT

Research investigations conducted by Advanced Propulsion Inc., which were intended to validate efficient, low-cost fan system concepts, are described in this report. The report briefly describes the broad range of applicability of the fan system investigated. It defines the expected benefits the fan system would have on new, advanced turbofan engines for specific, lower-speed aircraft applications. The overall concept is shown to apply specifically to future general aviation and commuter aircraft optimized for relatively short-range missions and to typical cruising flight speeds in the range of 200 to 400 knots.

Basic fan design premises are defined that are intended to yield high efficiency level in terms of both stage adiabatic efficiency and turbofan engine propulsive efficiency at lower flight speeds than are now addressed with turbofan propulsion systems designed specifically for executive and commercial jet aircraft.

The premises include system and mission optimized fan pressure ratio ranges for the range of relevant flight speeds of future general aviation private aircraft and low-density, shorthaul airliners that are commonly referred to as commuters. The premises also include the use of current state-of-the-art aerodynamic loading parameters yielding velocity triangles that are very similar to those of current, high pressure ratio, transonic stages in larger turbofans. Such premises are shown to yield very low fan rotational speed versus current practice. In turn, this is shown to yield high potential for use of substantially different materials and mechanical design criteria that can result in dramatically lower manufacturing cost.

Materials, manufacturing, stress, vibration, bird-strike and erosion investigations are reported that sought low-cost solutions for the fan rotor design, given the unique, low-speed characteristics of the predicated fan design. The materials investigations included fiber reinforced plastics and commercially available aluminum alloys. The manufacturing investigations included injection molded blading, precision forged blading with blade-root machining and forged/numerical controlled machined integral wheel (blisk) processing. The aluminum alloy blisk rotor configuration is reported to have the best combination of overall performance, including one and four-pound bird strike capability and lower manufacturing cost. The fan stator system, mechanically integrated with the engine front frame, is described to be most suitable as an assembly of aluminum precision investment cast components having minimal machining.

The report describes parametric aerodynamic design analyses that yielded 91+ percent adiabatic efficiency for a 1.10 pressure ratio, 38.5 pound-per-second fan for a 200-knot-class small turbofan. These results obtained with the USAF UDO300 code suggests that, with follow-on use of an advanced computational aerodynamics code and with a comprehensive component development program, adiabatic efficiencies in the range of 92 to 93 percent may be obtained over the ranges of predicated pressure ratios from 1.08 to 1.35 and flows from 38 to 150 pounds per second.

The report ends with the Advanced Propulsion Inc. conclusions that the investigations carried out in this program substantially validated optimistic preliminary design premises used in prior systems/mission analyses on the applicability of turbofan propulsion to lower-speed general aviation and commuter aircraft.

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EFFICIENT, LOW-COST FAN SYSTEM RESEARCH FOR GENERAL AVIATION & COMMUTER AIRCRAFT

1.0 INTRODUCTION

The National Aeronautics and Space Administration and the Federal Aviation Administration have missions to facilitate advances in technologies applicable to General Aviation (GA) and Commuter (low-density, shorthaul) aircraft. It is widely perceived that propulsion for these aviation segments is barrier technology. Exactly how significant improvements can be achieved constitutes a pivotal issue.

Definite needs exist for major improvements in propulsion/aircraft performance, fuel efficiency, reduced community noise, lowered chemical emissions, increased reliability and integrity, reduced cabin noise and vibration and dramatically reduced operating and ownership cost. These are, in fact, the essential improvements that mission-optimized, high bypass ratio turbofans have provided over the past few decades for commercial and executive aviation segments. Turbofan propulsion is now the definitive means of propulsion for all aircraft except those that are the subject of this investigative research effort. It is a reasonable assumption that similarly mission-optimized turbofans could yield similar benefits for general aviation and low-density shorthaul aviation.

During the period 1984 to the present, Advanced Propulsion Inc. has performed broad ranging, internally-funded studies based upon this assumption. The studies include turbofan engine and airplane conceptual and preliminary design, comprehensive mission and tradeoff analyses and in-depth cost/business analyses. More than twenty different engine/airplane/mission combinations have been evaluated in these studies, including single and twin-engine private light airplanes, work airplanes such as crop application airplanes and package freighters, as well as low-density shorthaul airliners ranging from twelve to forty four seats. The results of these studies have been very positive in terms of the potential of mission-optimized turbofans yielding major improvements versus all the needs cited above.

In order to proceed with further technical and business developments it is prudent to further validate the assumptions and premises of the studies. Fan system design is a key element of Advanced Propulsion Inc. validation efforts for reasons made clear in the body of this report. In turbofan engines, the fan system design involves nearly all of the aircraft system-level tradeoff and optimization analyses. It is key in all the propulsion system weight, drag and fuel efficiency tradeoffs, in all the aircraft performance trades and in the final economic analyses of new aircraft products. The predications and premises of the investigations conducted in the present research were derived from the systems studies previously conducted by Advanced Propulsion Inc. This report and its conclusions show that the work has yielded a higher level of confidence in the fan system design fundamentals that were addressed.

2.0 TECHNICAL PREMISES OF THE RESEARCH

The overreaching, implied premise of the investigation is that internal momentum exchange propulsion--turbofan jet propulsion can be superior, in the several ways described above, to open propeller propulsion in applications having as little as 200 to 400 knots design flight speeds. (There is a general technical consensus that open-propeller propulsion is more fuel-efficient at these speeds and is an essential imperative for aircraft of this class.) There are no engine/aircraft examples flying that tend to substantiate this turbofan premise. There are no known turbofans mission-optimized for 200 knots cruise speed.

The first technical premise of the present study is that the fan design effort is addressed to aircraft having cruise speeds/altitudes in the shaded box of Figure 1.

The second technical premise is concerned with the selection of fan pressure ratio, a principle determinant of turbofan engine propulsive efficiency.

The ongoing systems and mission analysis work of Advanced Propulsion Inc. deals with the separate elements of overall propulsion system efficiency:

- o **CYCLE THERMAL EFFICIENCY**
- o **PROPULSIVE EFFICIENCY**
- o **SYSTEM WEIGHT EFFICIENCY**
- o **SYSTEM DRAG EFFICIENCY**

There are numerous interrelationships between these efficiency elements and between the component and engine design variables that affect them. Furthermore, there are numerous interrelationships between the engine elements and design variables and the aircraft design for which the new propulsion system is intended. A rigorous, systematic approach is required in order to define all the design variables that quantify a best set that meets the overall propulsion system efficiency goals and the aircraft size, performance and cost goals.

Fan pressure ratio is one of the engine design variables that affect the propulsive efficiency element. Selection of the best fan pressure ratio for an aircraft design cruise flight speed involves numerous tradeoffs relating to engine size, weight, nacelle drag and cost. Advanced Propulsion Inc. has made those trades for numerous aircraft point designs having design cruise speeds between 200 and 400 knots. The best solutions fall approximately on a line of pressure ratio versus cruise speed that represents a constant fan-jet ideal propulsive efficiency of 80 percent.

This fan pressure ratio versus aircraft design cruise speed relationship is illustrated in Figure 2. The term, ideal propulsive efficiency, is defined on this figure.

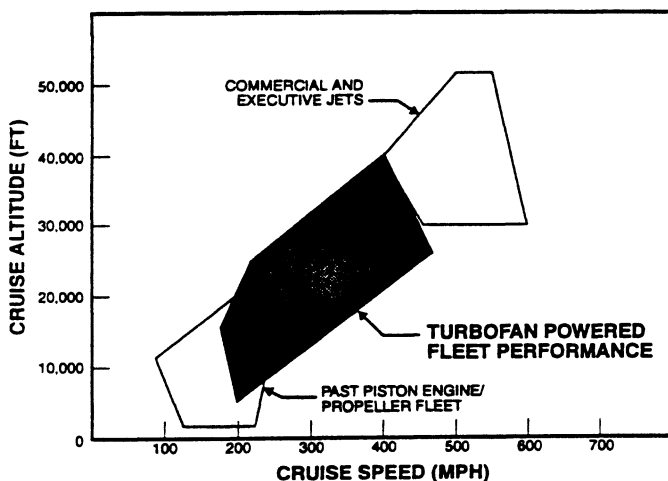


FIGURE 1. Aircraft performance envelope.

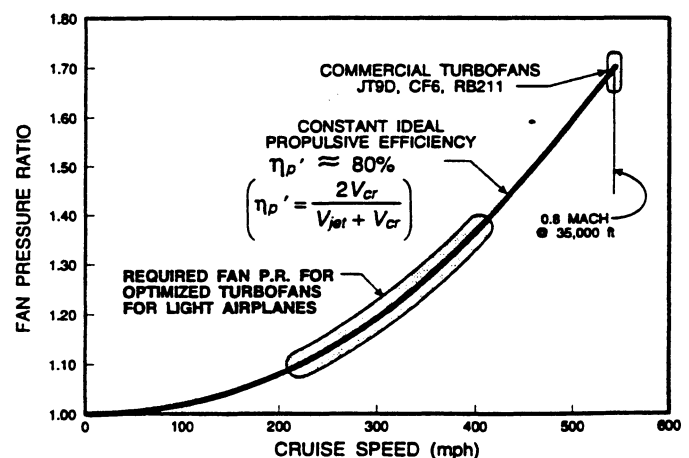


FIGURE 2. Fan pressure ratio vs speed.

2.1 FAN DESIGN BASELINES

Initial proposal baselines for the fan design were further refined as definitive baselines for the investigation. A representative fan stage was selected that would yield the broadest applicability of the study results. The stage was adapted from prior general aviation and commuter system study results. The design parameters were selected to yield very high bypass ratio turbofans suitable for airplanes having design cruise speeds from 200 to 300 knots. The stage is intended to be uprated in increments of flow and pressure ratio as a function of fan speed (rpm) and to be scaleable over a broad range. Because the smallest of the potential applications represents the toughest case for meeting efficiency and production cost goals, it was elected to study a fan sized at 19 inches diameter and corrected flow less than 40 lb/sec. The following table lists data on the selected fan and one representative uprated derivative, and Figure 3 illustrates the basic configuration and additional data.

FAN CONFIGURATION	BASELINE	UPRATE
AIRPLANE SPEED CLASS	200-KNOT	300-KNOT
ENGINE THRUST CLASS	500-LB	800-LB
FAN FLOW	38.45 LB/SEC	47.18 LB/SEC
FAN PRESSURE RATIO	1.10	1.19
TIP SPEED	734 FPS	983 FPS
SPEED	8844 RPM	11,847 RPM
TIP DIAMETER	19.00 IN	19.00 IN
INLET HUB/TIP RATIO	0.316	0.316
BLADE ASPECT RATIO	1.88	1.88
BLADE/STATOR VANE NUMBERS	17/27	17/27

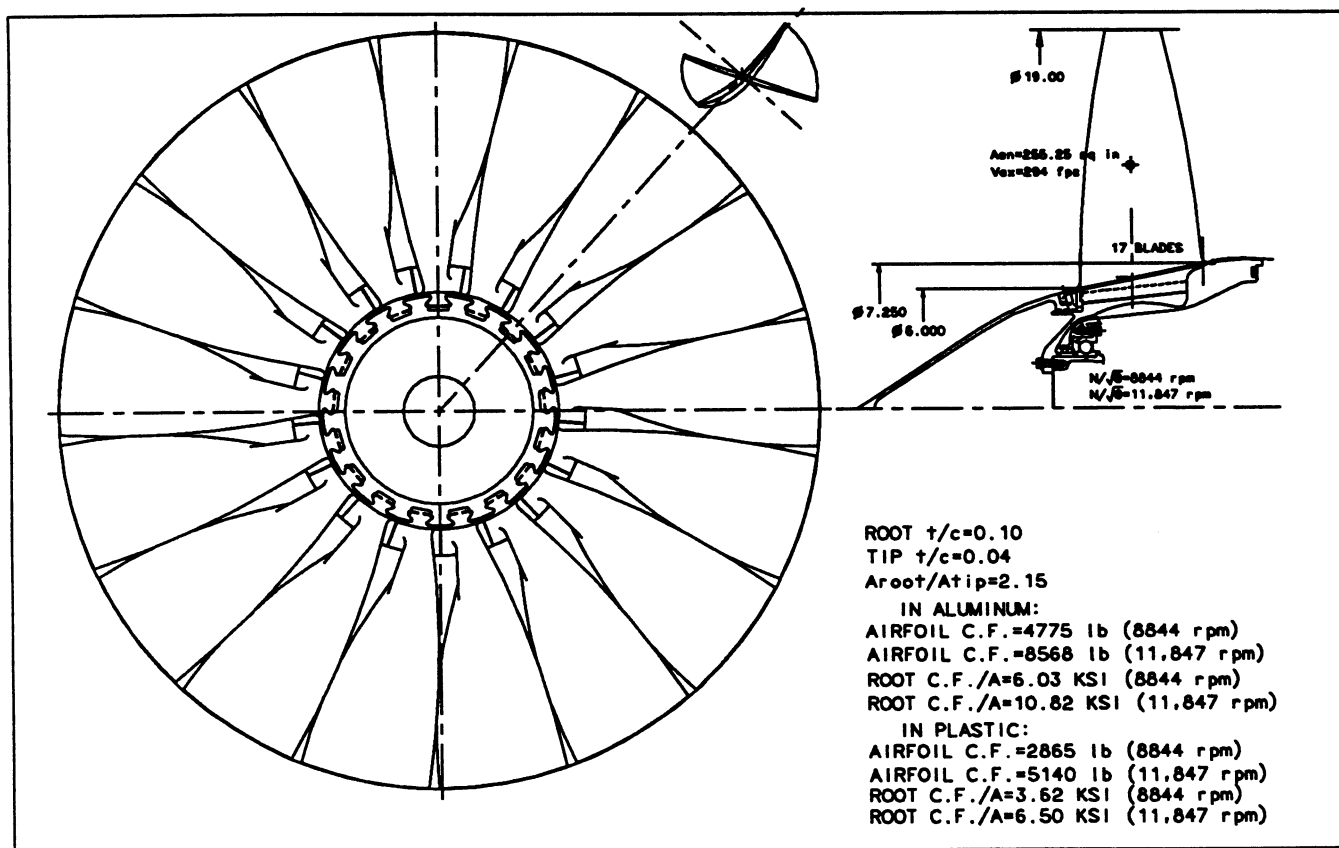


FIGURE 3. Baseline fan configuration for aerodynamic design analyses and manufacturing process/cost studies.

The initial, design-point velocity triangles for the baseline and uprated stages are shown in Figure 4. The close similarity in the triangles confirm that only flowpath adjustments will be required to accomplish both the baseline and the uprated version with the same set of rotor and stator blading. The rotor tip relative Mach number is subsonic on both stages, and the rotor is shown to have about 50 degrees of hub turning in both stages. The aerodynamic loadings, in terms of diffusion factor and other such empirical factors, are similar to the larger transonic fans in executive jets and commercial airliners. Considering these factors, the rational adiabatic efficiency goal for these stages is 92 percent.

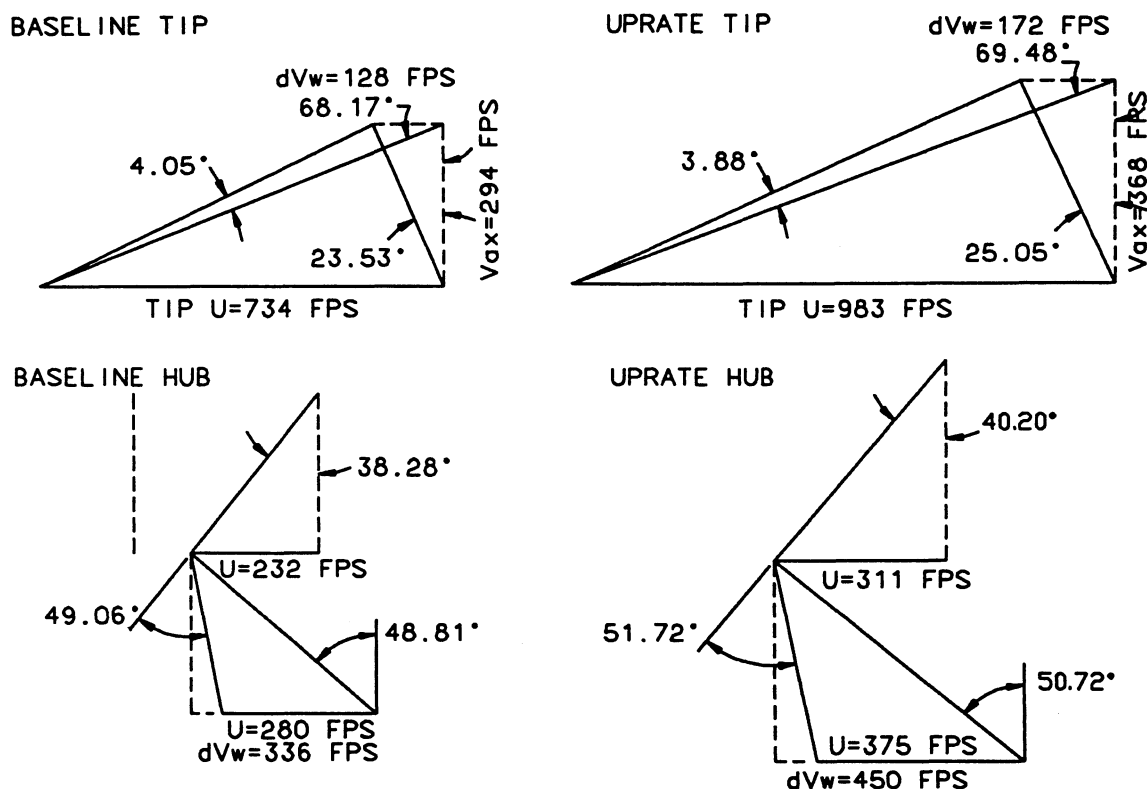


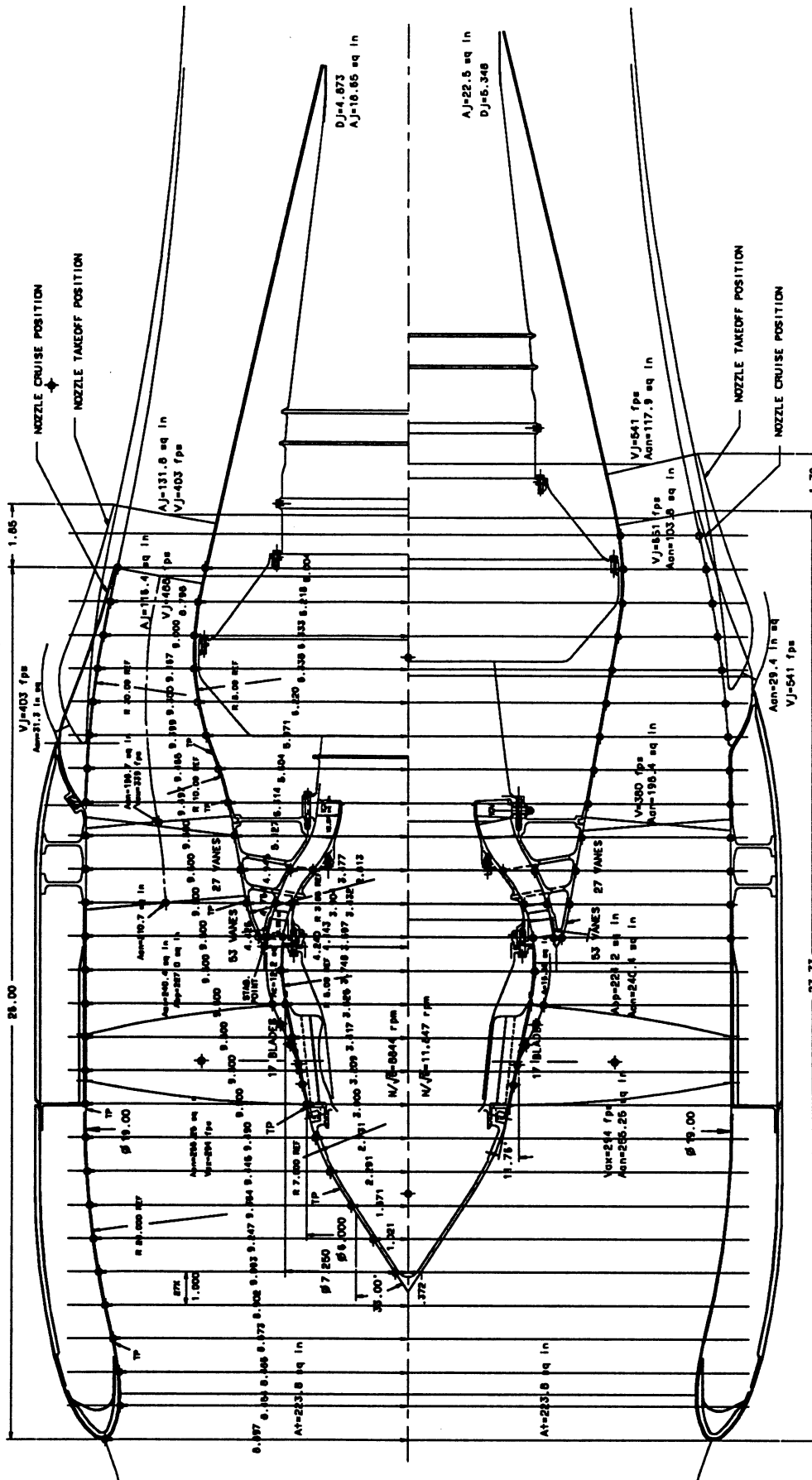
FIGURE 4. Velocity triangles for study baseline and uprated fan stages.

It should be noted that although the sea level static thrust of the uprated engine is about 1.8 times the baseline engine, the thermodynamic power is about 2.25 times as great. The increased flow and pressure ratio of the fan correlates directly with this ratio.

For purposes of this investigation, complete nacelle and bypass-duct system flowpaths were modeled for both the baseline and uprated fan stages. The initial layout of the geometry used in the aerodynamic analyses is depicted in Figure 5. The study baseline is shown above the centerline and the uprated version is shown below the centerline. The gas generator section length differs between the baseline and the uprated version by 1.75 inches. The baseline engine bypass ratio is 18.6, and the higher performance uprated engine is about 13.5. This difference is reflected in the core/bypass splitter and the core inlet flowpath geometries.

Both flowpath layouts depict variable-geometry, two-position fan jet nozzles. Thus far, it has not been determined by engine and aircraft takeoff, climb and cruise performance analyses that the two-position nozzle system is an essential feature for good performance matching. A full set of engine component off-design maps will be required to obtain adequate performance data to make the determination.

BASELINE FAN/ENGINE ABOVE CENTERLINE
CRUISE OPTIMIZATION 193 KT / 23,000 FT



UPDATED FAN/ENGINE BELOW CENTERLINE
CRUISE OPTIMIZATION 256 KT / 30,000 FT

FIGURE 5. Fan system flowpath layouts of baseline and typical uprated turbofans.

3.0 LOW-COST MANUFACTURING INVESTIGATIONS

System studies on general aviation and commuter aircraft are conclusive--substantial cost reductions are required in gas turbine propulsion systems if general aviation and commuter customers are to have the enormous benefits of turbine propulsion. Advanced Propulsion Inc. has determined that there are numerous cost reduction opportunities in predicated new propulsion product lines for these markets. The use of new, lower-cost materials and manufacturing methods applicable to the new classes of is, of course, a fundamental imperative. The fan systems of these potential, new product lines present significant opportunities for advantageous changes in design and manufacture. Larger, more robust fan systems, both rotor and stator elements, and much lower rotor tip speeds are the enabling factors for the future 200 to 400 knot class aircraft propulsion systems that are the subject of this investigation. The change from titanium fan rotors to aluminum or reinforced plastic (composites) has a potential for cost reduction up to a factor of ten. A further substantial cost reduction potential exists for use of these materials in an integrated assembly of fan stator and front frame.

The investigative approach for the present study was to design a 17-bladed fan rotor and a 27-vaned bypass stator/front frame assembly. Such designs could alternatively use aluminum alloys or fiber reinforced plastic, and be produced by relevant high volume rate means.

In the case of aluminum, the rotor could have loose blades and a separate rotor hub. The blades would be precision forged to finished dimensions on all surfaces except the dovetail attachment which would be NC machined. Alternatively, the rotor could be an integrally-bladed (blisk) configuration. Preliminary manufacturing drawings were prepared for these two configurations. These drawings, Figure 6 and Figure 7, were evaluated by several engine parts suppliers. Two clearly best quotations were obtained.

In the case of plastic, an extensive review of candidate materials and production methods was made. The continuous fiber layup method was rejected on the basis much higher cost than the precision injection molding alternative. For the injection molding, a proprietary, graphite fiber/fluorocarbon reinforced polyamide-imide resin was selected on the basis of its having adequate mechanical and heat resistant properties for this application. The drawing prepared for vendor review and quotations is shown in Figure 8.

The lowest quotation on the precision forged blade candidate was \$86.00 each at volume rates of 2000 per month, with one-time \$93,700 tooling charge. The cost was estimated for the forged aluminum, NC-machined hub, assembly and balancing for a total rotor cost of approximately \$2500.00. A further estimate was made of the stator elements of a precision investment cast front frame, and the total fan system cost was totaled at about \$4000.00 in quantities greater than 1000 units per year. Advanced Propulsion Inc. estimates that this is about 20 percent of the cost a similar-size titanium fan system on a typical low-volume turbofan engine produced for executive jets.

The lowest quotation on the blisk configuration was a ROM estimate of less than \$2200.00. Advanced Propulsion Inc. performed cost analyses on its own proprietary NC machining and tooling concept. With these methods, total rotor cost is estimated at \$1740.00 at production rates between 1000 and 4000 units per year and total fan system cost was estimated at \$3800.00 per unit.

The supplier of the proprietary injection molded plastic spent substantial effort in preparing a molded fan blade proposal. Engineering discussions suggested a potential unit price in the area of \$25.00. In a separate business decision, the supplier finally declined to submit their quotation. The limited scope of this project prevents further development of injection molded plastic alternatives, despite the low-cost promise.

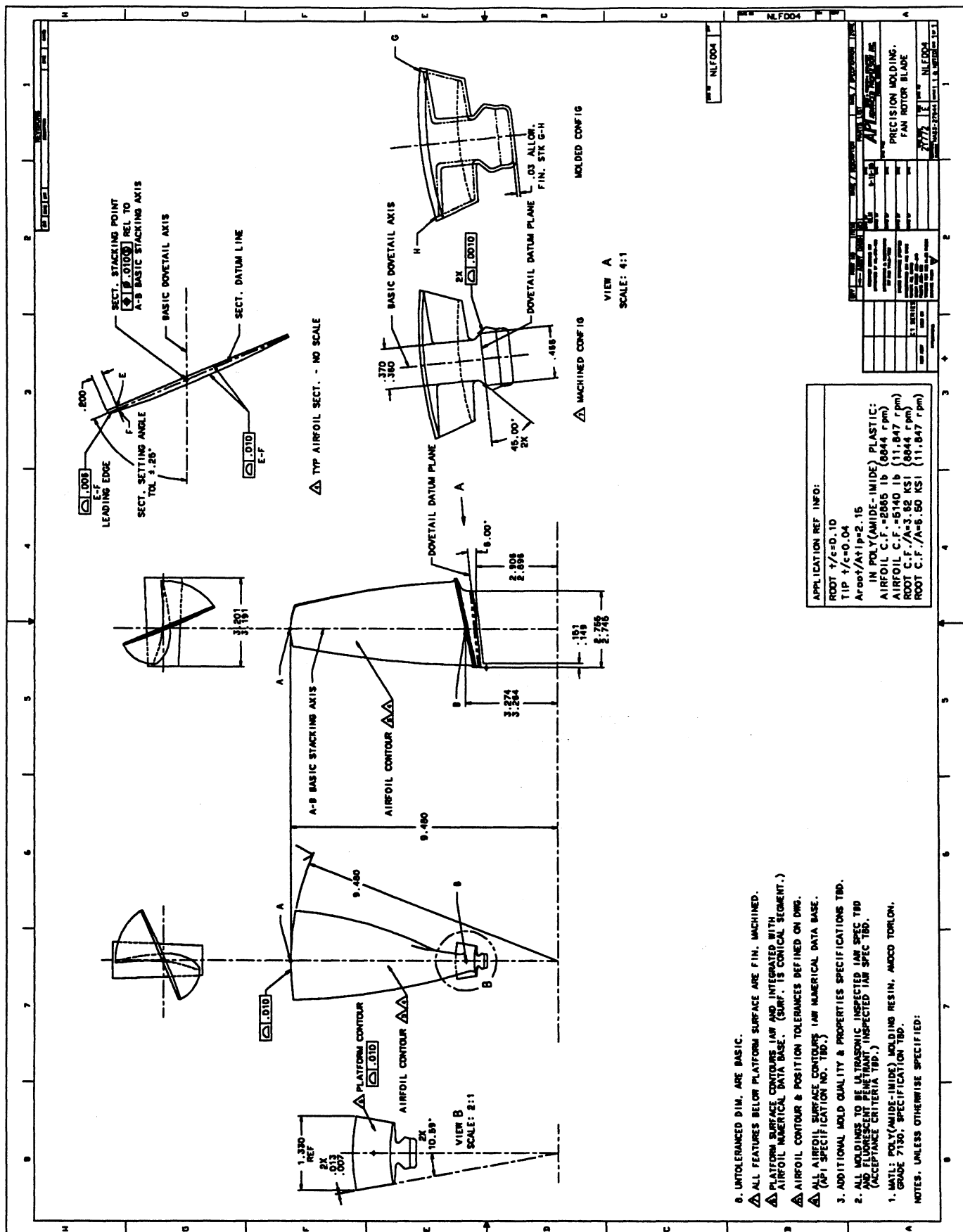


FIGURE 8. Precision molded Torlon fan blade preliminary manufacturing drawing.

4.0 AERODYNAMIC DESIGN AND ANALYSIS

The aerodynamic design and analysis effort was structured to carefully follow the design premises of the baseline stage preliminary design described in Paragraph 2.0 and 2.1. The following is a partial list of the many parameters incorporated in the design/analysis model:

- o Design Corrected Flow, 38.45 lb/sec
- o Design Point Pressure Ratio, 1.10
- o Inlet Axial Velocity, 294 ft/sec
- o Inlet Hub/Tip Ratio, 0.316
- o Inlet Tip Diameter, 19.00 in
- o Rotor Corrected Tip Speed, 734 ft/sec
- o Rotor Corrected Speed, 8844 rpm
- o Rotor Blade Aspect Ratio, 1.88
- o Blade Root Thickness/Chord, 10 percent
- o Blade Tip Thickness/Chord, 4 percent
- o Number of Rotor Blades, 17
- o Stator Vane Aspect Ratio, 1.8
- o Number of Stator Vanes, 27

The commonly-used U.S. Air Force compressor design program, UD0300M, was used to model and perform parametric analyses on the baseline fan stage. (The version of the code obtained from the Air Force lacked an output data plotting routine and did not include provision for splitting core/bypass flow ahead of the fan stator. Writing new code, Advanced Propulsion Inc. was able to correct the latter deficiency but not the former.)

Initial runs of the baseline stage configuration clearly demonstrated that the preliminary design was valid. Appendix A of this report is a complete output of one of these runs showing over 90 percent isentropic efficiency.

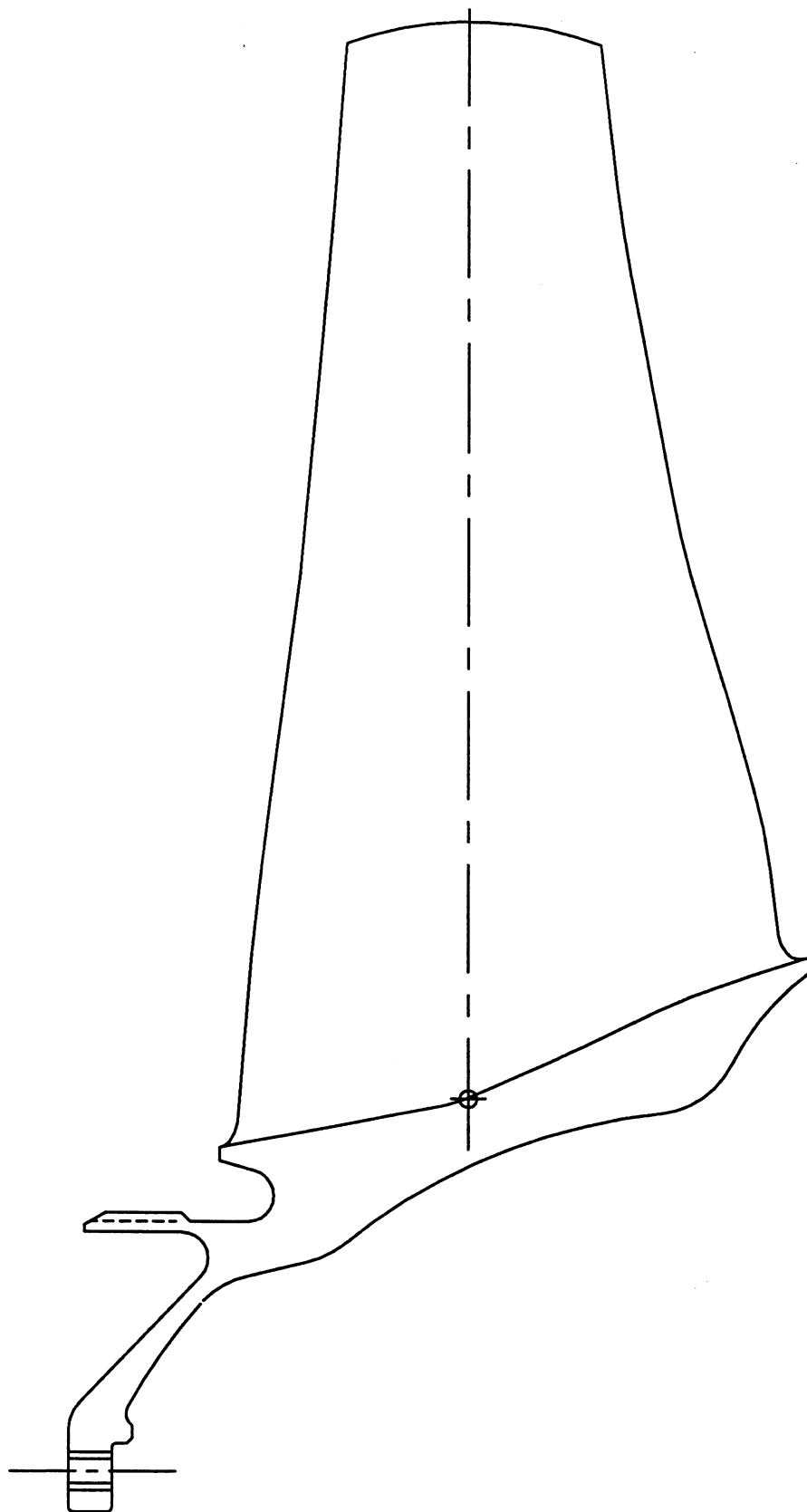
It was originally planned to perform a broad range of parametric analyses, including variable parameters such as diffusion factor, aspect ratio, rotational speed, finish and tip clearance. The continuing difficulties in using UD0300M made this impractical, and high efficiency predictions in the early results obviated the need.

The parametrics that were performed were encouraging however. For example, modelled with substantially higher axial velocity and lower diffusion factors, the stage was shown to drop about 1.5 percent in efficiency. This demonstrated that the initial baseline is essentially correct. In a later effort, rotor hub contouring was explored, resulting in a stage efficiency increase of about one percent. This put adiabatic efficiency near the 92 percent efficiency goal.

The final blisk rotor configuration with the beneficial hub modification is shown in full scale in Figure 9.

It is essential that low pressure ratio fans for lower flight-speed airplanes have good operating characteristics, including high surge margins at the design point, broad efficiency islands and broad flow range between surge and choke. In an initial evaluation, the baseline stage was shown to have these desirable characteristics.

The limited scope of this program prevented full development of a definitive fan stage aerodynamic design. The program did achieve a well developed go-forward baseline and the analytical results yielded high confidence in the potential to achieve 92-to-93 percent efficiency with implementation of a computational fluid dynamics design effort.



FULL SCALE

FIGURE 9. Final blisk rotor configuration from aerodynamics design/analysis effort.

5.0 MECHANICAL DESIGN AND STRUCTURAL ANALYSIS

The mechanical design and structural analysis task element of the program was structured as an extensive preliminary design review. It covered essentially all design suitability elements applicable to the fan system of a FAR Part 33 certified turbofan engine. To assure that the low-cost, efficient fan system designed in this program is valid in terms of stringent engine mechanical design criteria, the effort was comprehensive. The list of criteria examined in this program is provided in Figure 10.

The ability of the fan system design to meet one-pound and four-pound bird strike criteria for FAA certification is of utmost significance. It is the usual consensus that only carefully designed and tested, larger titanium fans on engines for executive and commercial aircraft can meet this test. Advanced Propulsion Inc. has determined by extensive analyses that the aluminum, blisk-configuration fan defined in this program will also meet the criteria and pass the one-pound and four-pound bird strike test.

The Figure 11 through Figure 16 show the detailed bird strike evaluation methods and results. The material presented in these figures is comprehensive and self explanatory. It should be noted, however, that the blisk material of choice was changed from aluminum alloy 6061-T6 to alloy 7075-T73 in order to provide substantially greater stress margins for bird strike events and increased fatigue life.

The low blade rotational and relative velocities of the low-cost, efficient fan system design are important factors in the ability to meet bird strike criteria. This same feature of the design contributes to its remarkable resistance to rain and sand erosion. A similar amount of work was done on the erosion problem, but this work is not presented in detail in this report. The basic result is that the low-speed aluminum fan calculated erosion rate is almost exactly equal to the rate on conventional high-speed titanium fans. Also, it was concluded that the performance degradation effects will be less on the aluminum fan because the airfoils have more robust thickness/chord ratios and leading/trailing edge thicknesses, plus, the fact they operate in the low-to-medium subsonic range--not the transonic/supersonic range of typical titanium fans.

The blade airfoils were modelled for extensive computer stress, deflection and vibration analysis under dynamic and aerodynamic loads. The results provided in representative plots included in Appendix B show that the current design is a conservative, successful design. A further indication of this is illustrated in the classic Campbell Diagram depicted in Figures 17 and 18. The various vibratory modes are exactly where they are desired to be versus the rotational speed scale. Figure 17 through Figure 22 show the methods and results of the analyses of vibration margins, low cycle fatigue and high cycle fatigue. The predicated Installation Manual (IM) limits distortion limits are well above typical field distortion. The overall structural analysis results indicate the low-cost, efficient fan design is conservative and successful.

The precision-forged, loose-bladed configuration and the reinforced plastic configuration, as well as the aluminum blisk, were carried through the entire structural analysis task. A complete dovetail design/analysis effort was conducted for both the aluminum and plastic blades, enabling the loose-bladed option to be exercised if it were determined to be the low-cost option. (The blisk configuration was finally selected.)

One of the principal goals of the mechanical design and structural analysis tasking was to assure that the design met a fan system weight goal of less than 15 pounds. The goal was achieved. The solution fan rotor blisk weighs an estimated 9 pounds and the stator elements of the front frame assembly weigh 5 pounds. The total estimated weight of 14 pounds is about one-third the weight of a conventional, constant-speed propeller system capable of absorbing the same 200+ horsepower load.

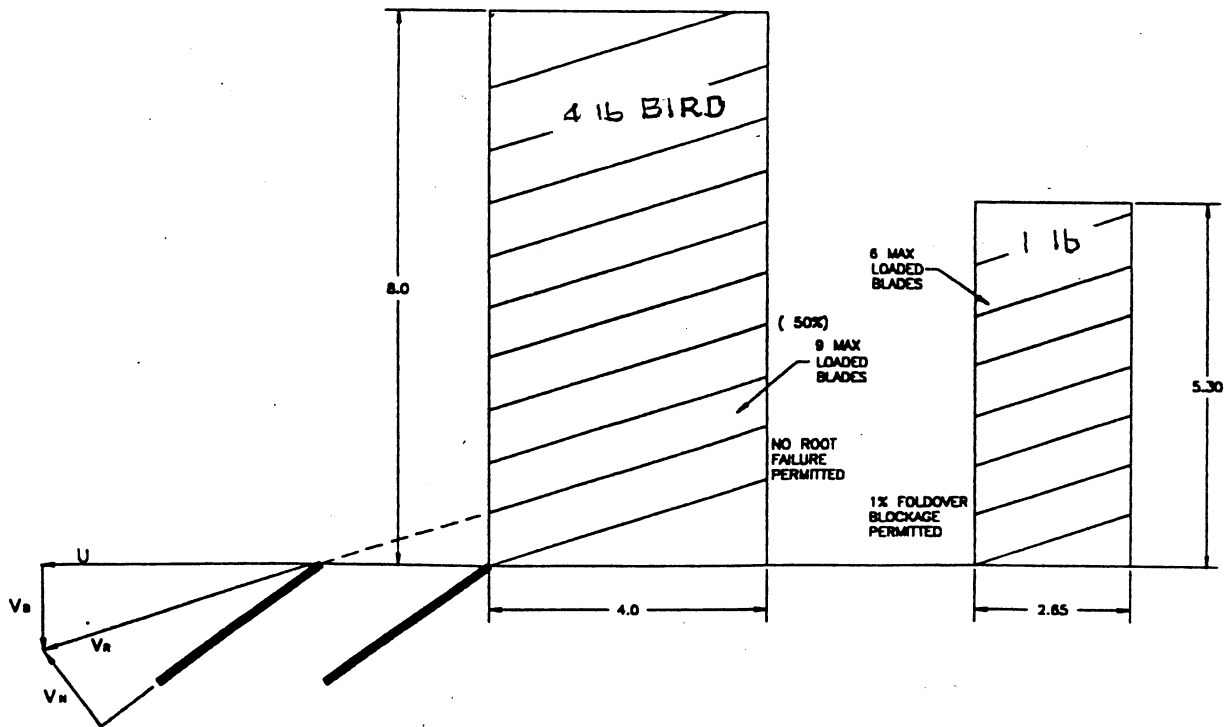


FIGURE 11. Bird slicing at 100 knots -- (maximum MVn at 100 knots).

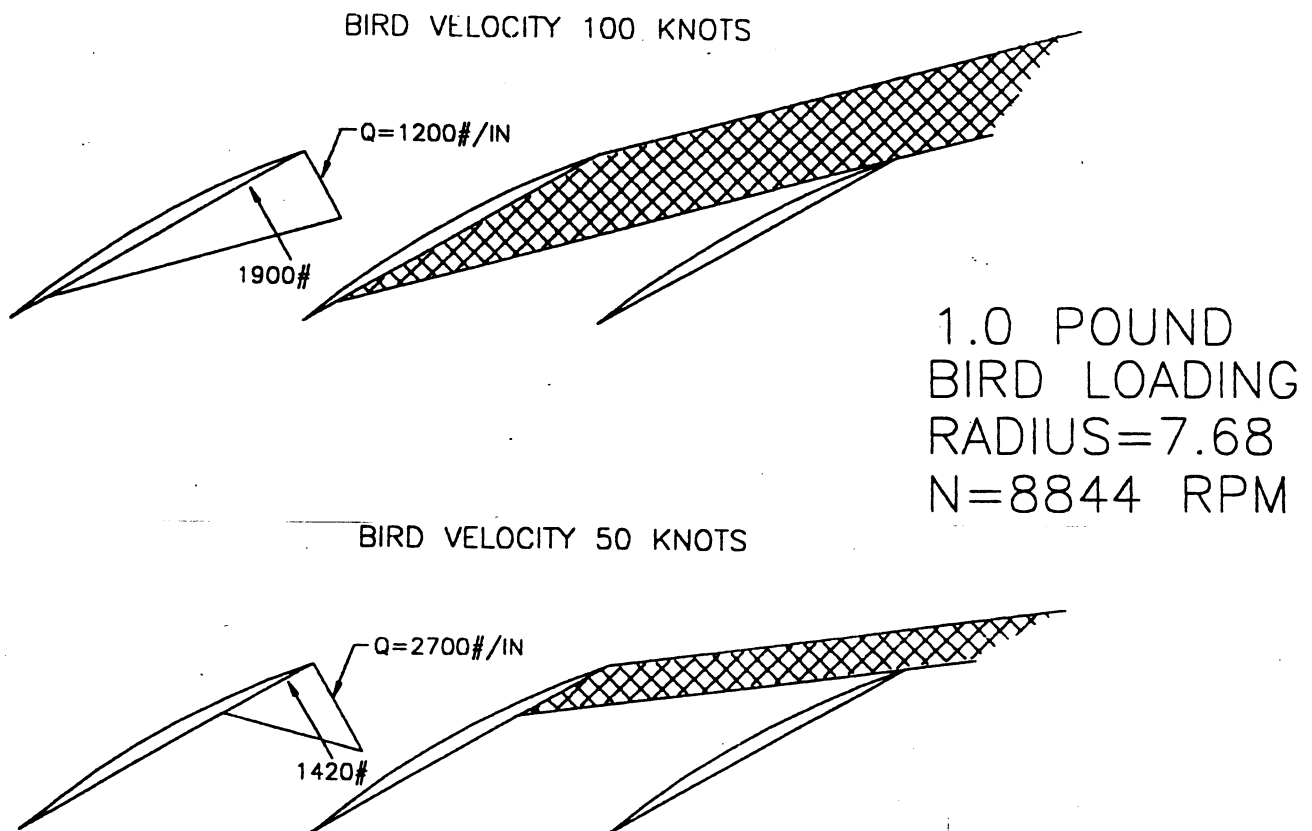


FIGURE 12. Lower bird velocity maximizes unit loading at leading edge.

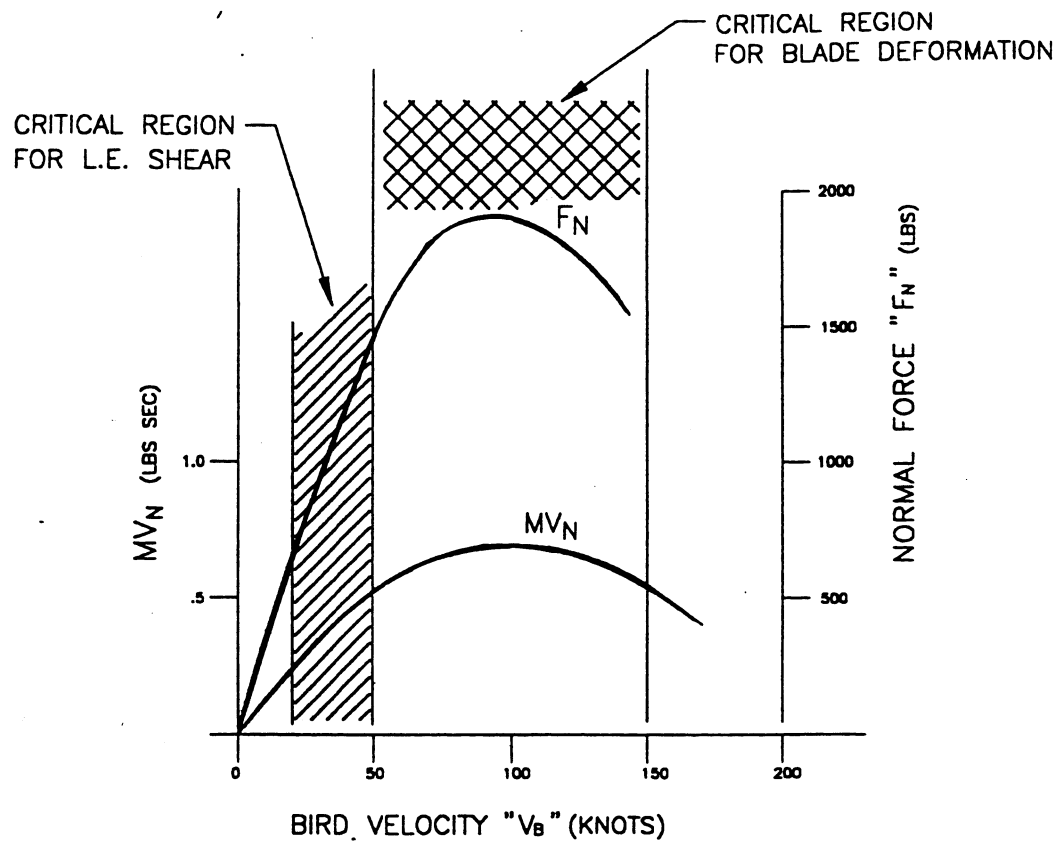


FIGURE 13. One-pound bird strike, 7.68-in radius, 8844 rpm -- two critical regions.

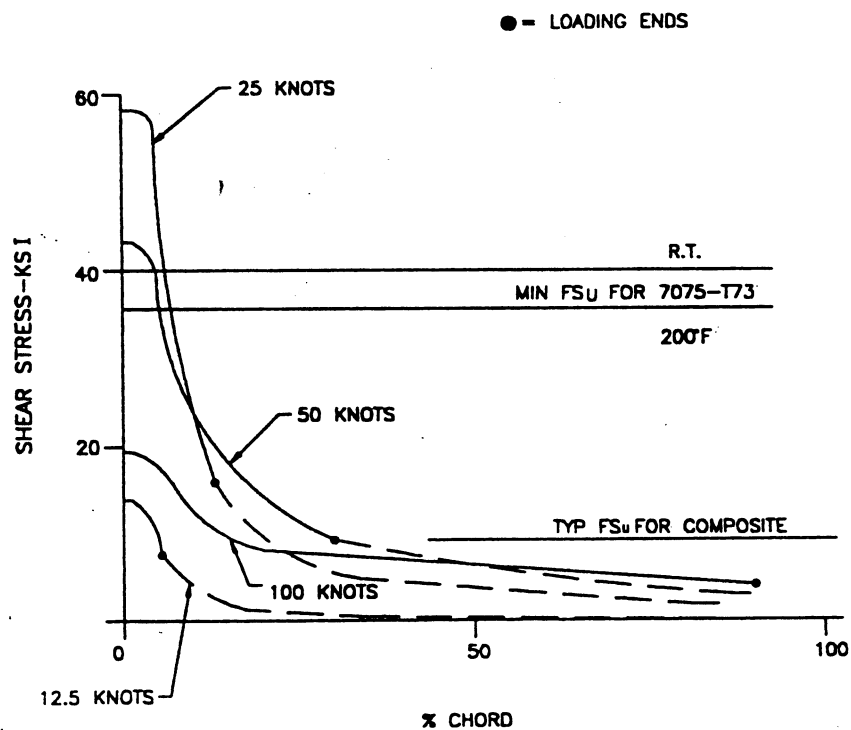


FIGURE 14. One-pound bird strike, 7.68-in radius, 8844 rpm -- shear stress vs chord.

● - CONVENTIONAL TIP SPEED FAN (1468 FT/SEC)
200 KNOT FAA, MPR REQ'D STRIKE SPEED

C1-011= 734 FT/SEC

FIGURE 15. Bird loading would be much higher at typical titanium fan tip speed of 1468 fps than on the low-cost aluminum fan for lower-speed aircraft.

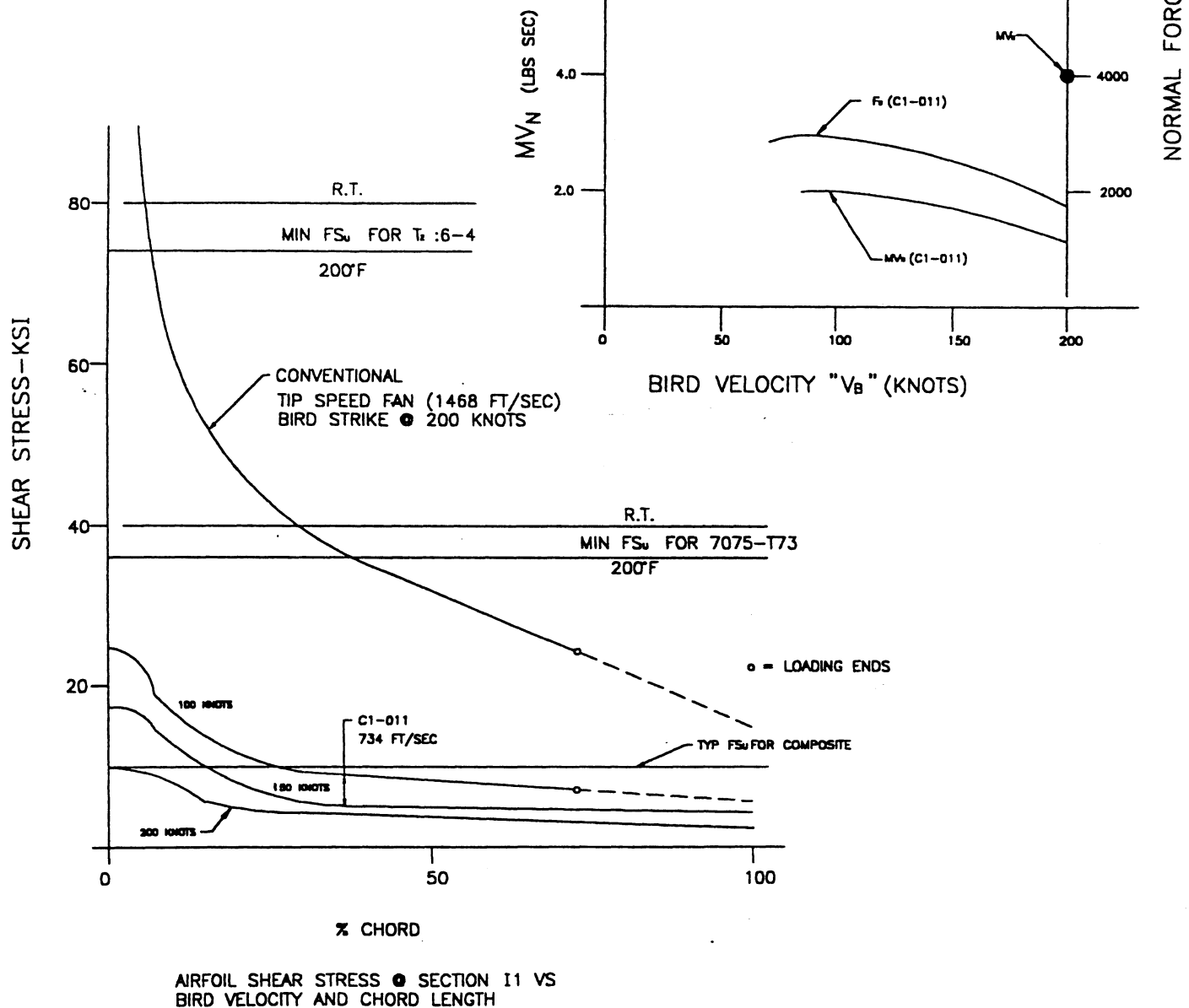


FIGURE 16. Shear stress margin is higher on low-cost aluminum fan than on a conventional, high tip speed titanium fan for 0.8 Mach aircraft.

FIGURE 17. The Campbell diagram for baseline aluminum fan rotor blade.

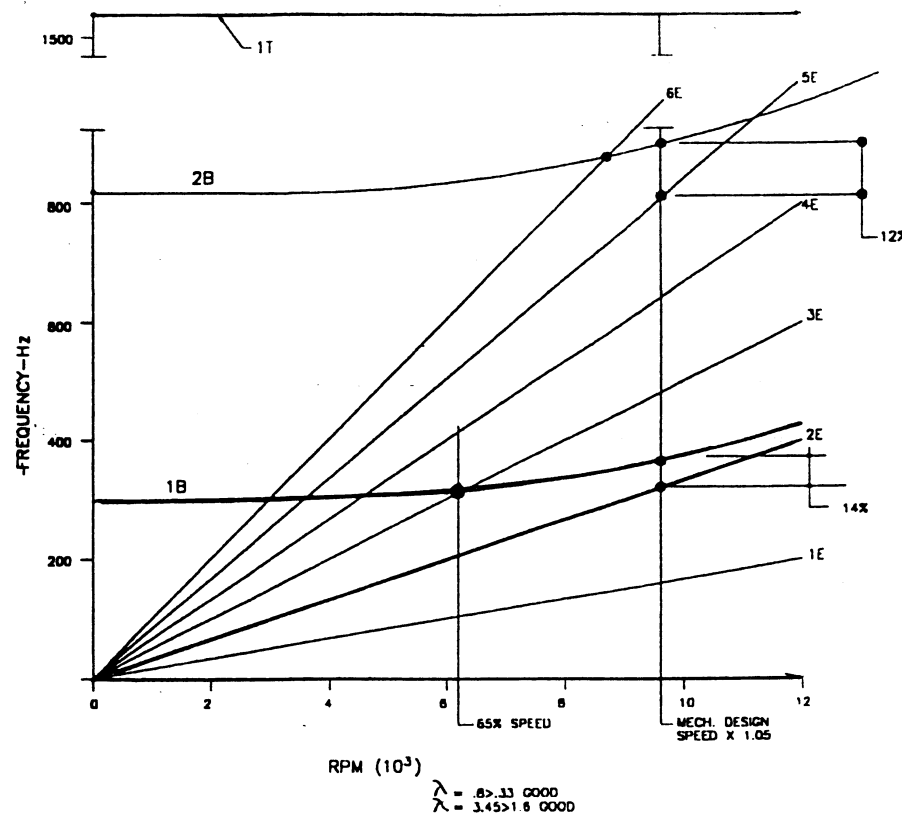


FIGURE 18. Campbell diagram for composite fan rotor blade.

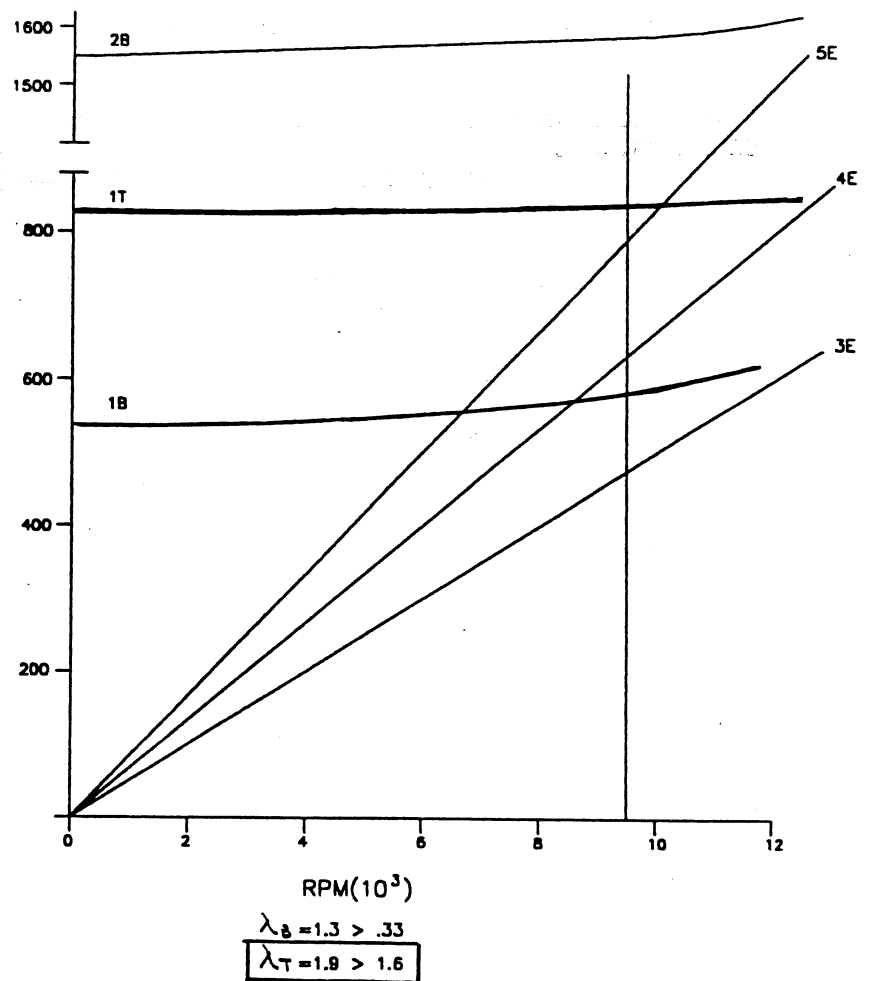


FIGURE 19. Typical inlet distortion decrease with tip speed and harmonic order.

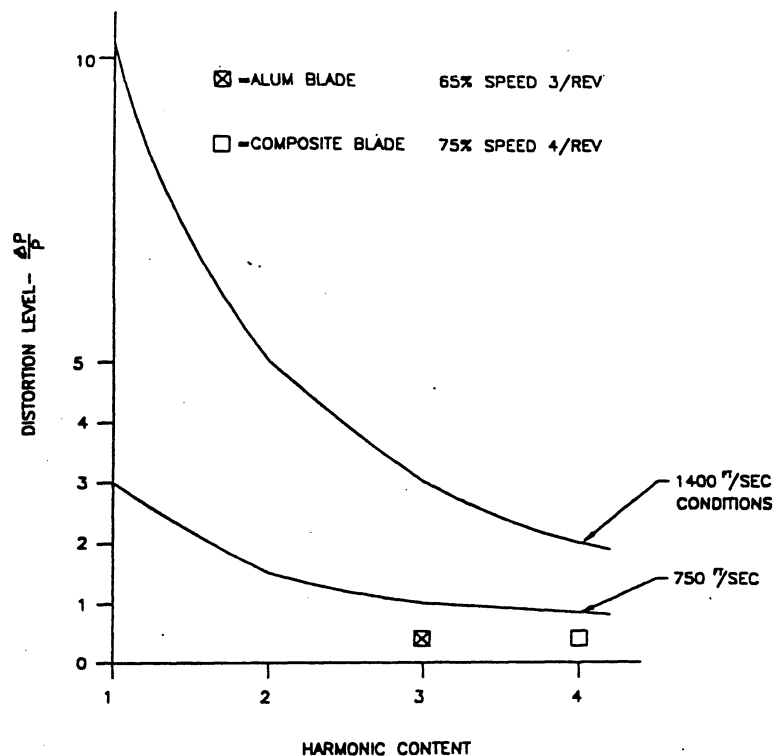
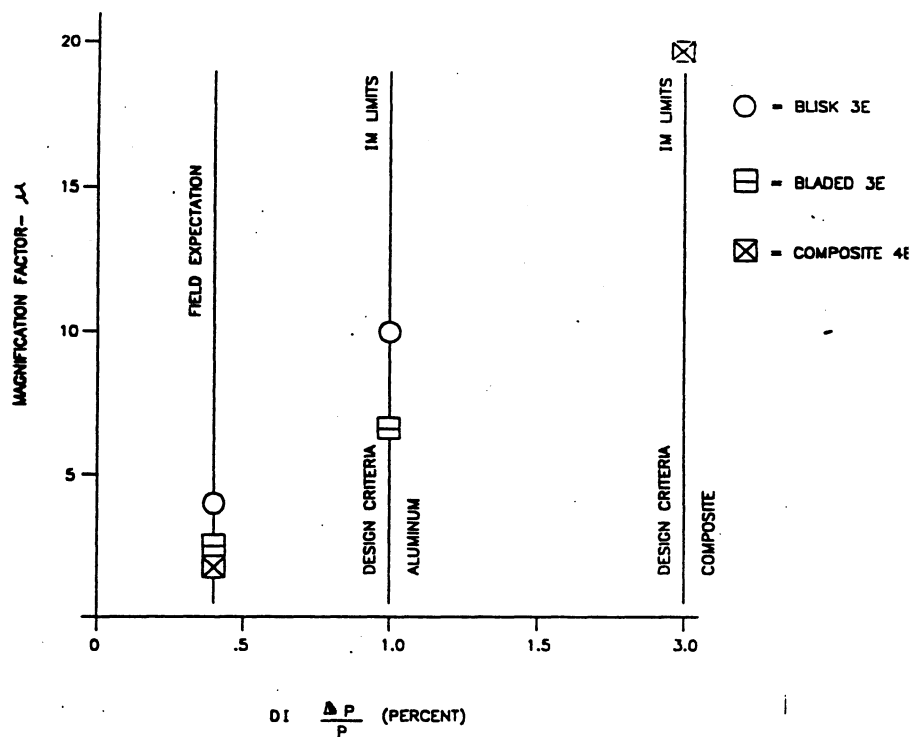


FIGURE 20. IM limits well above field distortion. Composite has high margin.



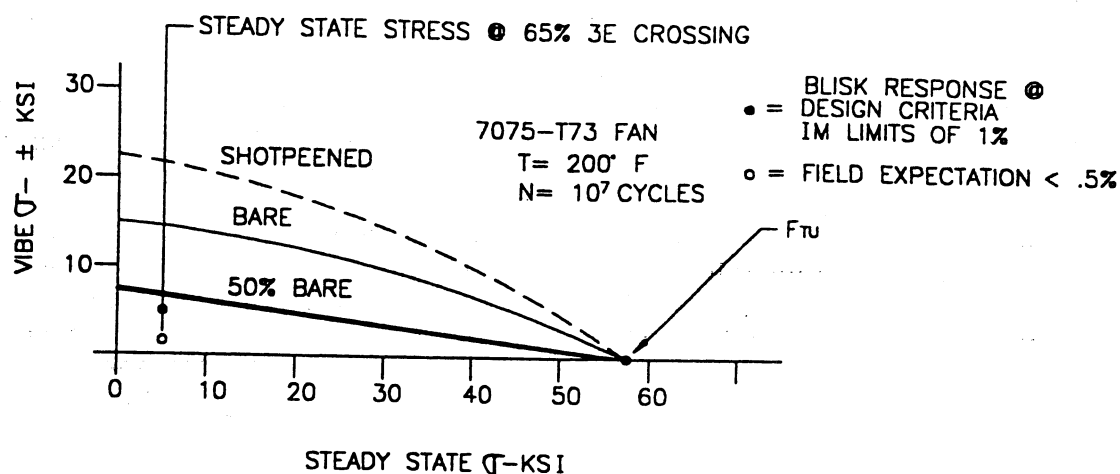


FIGURE 21. Aluminum blade meets 50% criteria for high cycle fatigue at IM limits. Add shot peen processing for increased robustness.

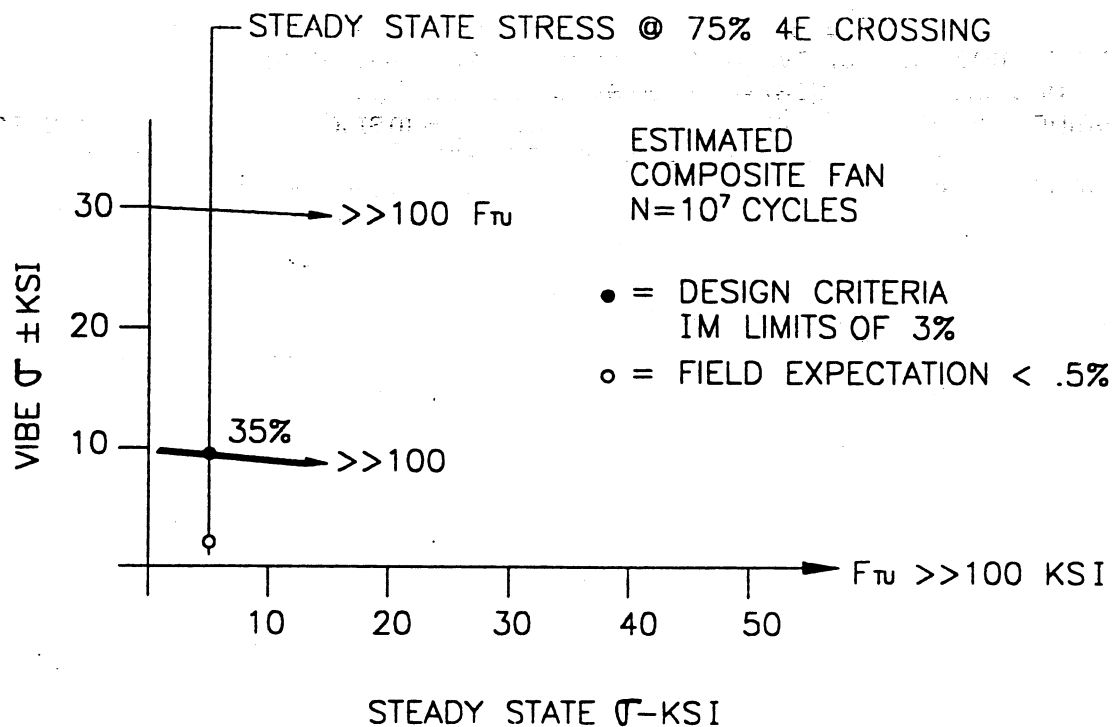


FIGURE 22. Composite blade has high vibration margin. IM limits have factor of three.

6.0 FAN-TECHNOLOGY APPLICATIONS AND BENEFITS

The efficient, low-cost fan system as defined in this investigation is applicable to turbofan engines in the 500-to-5000 pound thrust range, mission-optimized for shorter-range, lower-speed aircraft. General aviation and low-density, shorthaul aircraft represent about eighty five percent of all aircraft in the world. Their missions specifics are such that 200 to 400 knots is the pertinent cruise speed range. Turbofans of much lower fan pressure ratio, and higher consequent bypass ratio, are required for optimal aircraft mission performance in this cruise speed range.

The prior general aviation private aircraft system studies conducted by Advanced Propulsion Inc. provide substantive evidence that fans of this kind are essential to meet future requirements for private aircraft takeoff, climb rate and cruise performance, fuel efficiency, 90% reduction in community noise and 95% reduction in cabin noise and vibration.

6.1 LOW-DENSITY, SHORTHHAUL AIRLINERS

Typical missions for low-density, shorthaul airliners dictate performance optimizations for stage lengths ranging from 75 to 250 miles and payload/range capability to give three stages between fuelings. About 10,000 such airplanes in worldwide service have cabin capacities in distinct groupings; e.g., 8-12, 19, 30 and about 45 passengers. Airliners having greater capabilities than this so-called commuter class are properly termed regional airliners.

Past low-density, shorthaul airliners are all powered by piston/propeller and turboprop propulsion systems made available by engine and propeller manufacturers. All these airplanes have cruising speeds in the range of 200 to 300 knots--essentially optimal for the shorter stage lengths on which they are used.

Advanced Propulsion Inc. has conducted extensive system studies of optimized-turbofan propulsion for airliners having exactly the same capacity and performance capabilities as the past, existent world fleet. Figure 23 is a three-view drawing of a 19 passenger study aircraft. It is annotated with a large amount of technical data.

Figure 24 is a table comparing pertinent data on this preliminary design with data on two existent airliners having comparable capacity and performance in every aspect. The salient attributes of the turbofan-powered study airplane are that it is about three-quarters the weight of the turboprops and has about three-quarters the mission fuel consumption. Not shown on the chart are the estimates of 12 EPNdB lower takeoff and sideline noise and about 15 dB(A) reduction in cabin noise and vibration levels.

The engine in this preliminary design would use a fan of the kind that is subject of this investigation. The 29-inch diameter fan would pass 118 lb/sec of corrected airflow and have a pressure ratio of 1.145. The turbofan predicated has 1800 pounds thrust and a bypass ratio of about 15. This turbofan is merely typical of a variety of engines studied that are applicable to 200-to-300 knot class low-density, shorthaul airliners ranging from 12 to 66 passenger capacities.

After two decades of growth in the regional-airline turboprop fleets, a sudden and unexpected change of course is underway. During the past four years, two new turbofan-powered, 50-passenger regional jets have come to dominate this market, garnering orders for about 650 airplanes. Development of additional, smaller and larger turbofan-powered aircraft for the regional market have been announced. All of the new airplanes will be produced by overseas manufacturers. The U.S. producers that once dominated the small turboprop airliner markets are no longer major competitors.

	API JETLINER 19	BEECH RAYTHEON 1900C	BAe JETSTREAM 31
PROPULSION SIZE/TYPE	TWO 1800 LBF TURBOFANS	TWO 1100 SHP TURBOPROPS	TWO 940 SHP TURBOPROPS
ACCOMODATIONS	TWO CREW/19 PASSENGERS	TWO CREW/19 PASSENGERS	TWO CREW/19 PASSENGERS
MAX TAKEOFF WEIGHT (lb)	11,900	16,600	15,212
EMPTY WEIGHT (lb)	6800	8700	9570
INST'D. PROPULSION WEIGHT (lb)	720	1890	1690
MAX USEFUL LOAD (lb)	5100	7900	5642
MAX PAYLOAD (lb)	4200	5300	3980
MAX FUEL (lb)	1100	2848	3024
MAX CRUISE SPEED/ALT (kt/ft)	265/12,000	256/8000	263/15,000
ECON CRUISE SPEED/ALT (kt/ft)	230/20,000	235/25,000	230/25,000
MAX RANGE (nm)	500 (PLUS RES.)	794 (PLUS RES.)	675 (PLUS RES.)
MAX SPECIFIC RANGE (nm/lb)	0.67	0.47	0.45
MAX RATE OF CLIMB (ft/min)	2200	2330	2080
TAKEOFF DISTANCE (ft)	3200	3260	3200
STALL SPEED (kt)	77	87	86
WING AREA (sq ft)	210	303	271.3
WING SPAN (ft)	50.2	54.5	52.0
FUSELAGE LENGTH (ft)	47.5	53.1	44
FUSELAGE DIAMETER (ft)	7.50	5.8	6.5
CABIN WIDTH (in)	84	54	73
CABIN HEIGHT (in)	66	57	71
SEAT PITCH(in)	31	30	29
BAGGAGE VOLUME (cu ft)	150	182	90
CABIN NOISE LEVEL (dba)	75	90	93
ESTIMATED PRICE	\$2,700,000	\$3,500,000	\$3,800,000

FIGURE 24. Favorable comparisons of 19-passenger turboprop study airplane with existent 19-passenger turboprop low-density, shorthaul airliners.

The explosive growth in the new, smaller regional jet market is accounted for by two principal factors. First, passenger acceptance is phenomenal. The airplanes are being used on some routes where passengers have come to expect turboprop service--service that has become increasingly unacceptable to travelers. Second, the airplanes are adequately low in total operating cost on stage lengths averaging 300 miles or greater. Although the turbofan engines on the small regional jets are all optimized for 0.80 Mach in the stratosphere, they provide reasonable seat-mile fuel burns on route stage lengths of 300 miles or more.

An upshot of the new regional jet market is that airlines are withdrawing from short-stage-length commuter markets while expanding into increased-stage-length regional markets. They are, thereby, depriving an increasing number of small communities of scheduled passenger service. Twenty years ago, average low-density, shorthaul stage lengths were about 100 miles. Today, average stage lengths are approaching 200 miles, and they are increasing rapidly.

As new turbofans were the enablers of the new regional jet aircraft and the expanding regional airline markets, it is reasonable to believe that additional, new mission-optimized turbofans could yield new aircraft for a revitalized, true, low-density, shorthaul market. It has been shown that it would be advantageous for the new turbofans to use the fan system designs investigated in this study.

6.2 REDUCED NOISE WITH EFFICIENT, LOW-COST FANS

The low tip speed, low pressure ratio fans that are subject of this investigation are expected to yield engines and aircraft having much lower community noise levels than any previously available examples.

On average, properly matched engines using these fans will have both core and fan jet velocities less than half those of typical executive jet and commercial airliner turbofans. Combining the eighth-power-of-velocity law (applying to jets) and the fact that the engines will be substantially lower in thrust level, the average engine exhaust signature will be about 30 dB quieter than the average executive jet turbofan engine. It will be far quieter in takeoff, sideline and 1000 foot flyover noise than any governmental regulations currently in effect or even visualized.

All but the highest pressure ratio versions of the efficient, low-cost fans premised in this study will have subsonic tip relative Mach numbers. Therefore, the characteristic buzzsaw signature contribution of transonic fans will be subliminal or non-existent. With fan blade passing frequencies of 1000 hertz or less at approach thrust settings, it is expected that approach noise profiles will be about equal to the aircraft on which the engines are installed.

Furthermore, on the smaller turbofans to which this fan technology is applicable, the core compressor, core turbine and fan turbine blade passing frequencies are all well above the audible range of the human ear at normal thrust settings, from flight idle to maximum. Their contributions to aircraft noise will be nil.

A specific evaluation was made of the 500-pound thrust class turbofan using the 19-inch diameter fan subject of this study. In a comparative analysis, it was determined that the 1000-foot maximum-power flyover noise signature of a bare, unattenuated engine would be less than 65 EPNdB. This is less than the background noise level of a typical suburban general aviation airport.

7.0 CONCLUSIONS

The conclusions that Advanced Propulsion Inc. has drawn from the results of this investigation are as follows:

1. Conventional fan design practices and normal blade and vane aerodynamic loading parameters can be used to design low-tip-speed fans for turbofan engines that are, in all respects, mission optimized for 200-to-400 knot aircraft.

2. Low-tip-speed fan rotors and their accompanying stators can be produced from aluminum alloys and some reinforced plastics at substantially lower cost than the titanium alloy fans that are current practice on executive jet and commercial airline turbofans. Based on the investigation results, the preferred, low-risk configurations are aluminum alloy, integrally-bladed, NC-machined (from near-net-shape forging), blisk rotors. For stators, the preferred solution is aluminum alloy, precision-investment-cast integrated stator and front frame assemblies. Total fan system manufacturing cost is expected to be less than one-fifth that of similar-size titanium fan systems.

3. When produced in quantities associated with general aviation and low-density shorthaul aircraft, the efficient, low-cost fan systems will have equal manufacturing cost and will weigh about one-quarter as much as constant-speed propellers capable of absorbing the same power.

4. The first-cut preliminary design of an example fan system yielded a predicted efficiency of more than 91 percent adiabatic efficiency at 1.10 pressure ratio. It is reasonable to expect that design refinement with advanced CFD methods, combined with test rig development, will yield efficiencies in the range of 92 to 93 percent. It is expected this level of efficiency can be attained over the range of pressure ratios of 1.0 to 1.35 and corrected flows between 35 and 150 pounds per second.

5. Thicker, tailored blade sections and much lower rotational speeds yield substantial structural design margins for meeting FAA certification requirements for 1-pound and 4-pound bird strikes.

6. Similarly, robust, subsonic blade sections and lower rotational speeds yield dust and rain erosion resistance equal to or superior to conventional, high-speed titanium fans.

7. Further structural design evaluations confirm the adequacy of low and high-cycle fatigue lives, adequacy of lightweight blade containment and potential for lightweight blade-off design solutions.

8. Future turbofan engines using the efficient, low-cost fan system design methods and parameters used in this investigation will have lower community noise levels, by usual measuring methods, than any previous aircraft propulsion systems, by as much as 24 to 30 EPNdB.

9. The overall propulsive coefficient, including adiabatic efficiency, ideal propulsive efficiency and nacelle drag, of the efficient, low-cost fan system is greater than the typical, installed efficiency (including additive aircraft drag) of open propellers.

10. Future general aviation private light aircraft and low-density shorthaul airline can benefit from this fan system technology in terms of greater aircraft performance, lower aircraft weights, improved fuel efficiency and much lower levels of community noise and cabin noise/vibration.

APPENDIX A
FAN STAGE AERODYNAMIC DESIGN
UD0300 PROGRAM OUTPUT FILE

STATION 19		SPECIFIED BY 2 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<p>4.5690 1.8777 .19347 1.99146 5.1788 .5299 .18798 1.82861 5.7965 -.8134 .18064 1.71073 6.4219 -1.5993 .18022 1.57809 7.0537 -1.8159 .17290 1.45354 7.4852 -1.9514 .15250 1.32646 8.3037 -1.6264 .10207 1.19631 8.9057 -2.2331 .04685 1.04895 9.5000 -3.0052 .04698 .88297</p> <p>STATION 15 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 3 NPAICH = 0 NMARK = 1 MLOSS = 4 NL1 = -4 NL2 = -4 NVAL = 0 NCURVE = 1 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 1 NOUT3 = 0 NBLADE = 17 NDATA2 = 11 NSKIP = 1 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>SPEED = 1.00</p> <p>DATA1 DATA2 DATA3 DATA4 DATA5 .0000 15.958 .000000 .0000 .0916 15.912 .000000 .0000 .1864 15.915 .000000 .0000 .2834 15.903 .000000 .0000 .3823 15.896 .000000 .0000 .4823 15.891 .000000 .0000 .5845 15.889 .000000 .0000 .6872 15.888 .000000 .0000 .7908 15.889 .000000 .0000 .8952 15.890 .000000 .0000 1.0000 15.891 .000000 .0000</p> <p>DATA6 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000</p> <p>DATA7 20.9195 16.0619 12.8532 6.3990 5.8359 2.2058 6.4536 7.0772 7.7008 8.3139 8.9132 9.5000</p> <p>DATA8 2.52234 2.20458 1.89146 1.59146 1.28116 1.07809 1.15789 1.45354 1.82646 2.19631 2.56485 .88297</p> <p>DATA9 16.918 14.096 12.853 6.399 5.836 2.206 6.454 7.077 7.701 8.314 8.913 .03519</p> <p>DATA10 14.8815 -2.6276 -17.3561 -28.8282 -37.9611 -44.1768 -49.7142 -53.7412 -54.7488 -55.4456 -59.4456 -60.7739</p> <p>DATA11 14.8815 -2.6276 -17.3561 -28.8282 -37.9611 -44.1768 -49.7142 -53.7412 -54.7488 -55.4456 -60.7739</p> <p>STATION 16 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 3 NPAICH = 0 NMARK = 1 MLOSS = 1 NL1 = -5 NL2 = -5 NVAL = 0 NCURVE = 1 NLITER = 0 NOEL = 2 NOUT1 = 0 NOUT2 = 1 NOUT3 = 0 NBLADE = 17 NDATA2 = 11 NSKIP = 1 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>SPEED = 1.00</p> <p>DATA1 DATA2 DATA3 DATA4 DATA5 .0000 16.273 .066000 .0000 .0895 16.241 .066000 .0000 .1829 16.219 .066000 .0000 .2794 16.205 .066000 .0000 .3785 16.190 .066000 .0000 .4785 16.176 .066000 .0000 .5804 16.187 .066000 .0000 .6839 16.184 .066000 .0000 .7883 16.187 .066000 .0000 .8939 16.188 .066000 .0000 1.0000 16.190 .066000 .0000</p> <p>DATA6 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000</p> <p>DATA7 16.273 16.241 16.219 16.205 16.190 16.176 16.187 16.184 16.187 16.188 16.190</p> <p>DATA8 2.52234 2.20458 1.89146 1.59146 1.28116 1.07809 1.15789 1.45354 1.82646 2.19631 2.56485 .88297</p> <p>DATA9 16.918 14.096 12.853 6.399 5.836 2.206 6.454 7.077 7.701 8.314 8.913 .03519</p> <p>DATA10 14.8815 -2.6276 -17.3561 -28.8282 -37.9611 -44.1768 -49.7142 -53.7412 -54.7488 -55.4456 -60.7739</p> <p>DATA11 14.8815 -2.6276 -17.3561 -28.8282 -37.9611 -44.1768 -49.7142 -53.7412 -54.7488 -55.4456 -60.7739</p>	<p>DELTA .0000 10.0000 1.0000 5.0000</p> <p>STATION 17 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 18 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 27 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 19 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 27 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 20 HEAD-TO-HEAD NDATA = 11 NINTERP = 0 NDIENH = 3 NPAICH = 0 NMARK = 4 MLOSS = 2 NL1 = -1 NL2 = -1 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 2 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 27 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>SPEED = .00 RESTAGGER ANGLE (NMARK=7) = .000</p> <p>DATA1 DATA2 DATA3 DATA4 DATA5 DATA6 .0000 .0000 .0000 .0000 .0000 .0000 .0773 .0000 .0000 .0000 .0000 .0000 .2525 .0000 .0000 .0000 .0000 .0000 .4971 .0000 .0000 .0000 .0000 .0000 .8952 .0000 .0000 .0000 .0000 .0000 .4432 .0000 .0000 .0000 .0000 .0000 .7737 .0000 .0000 .0000 .0000 .0000 .8862 .0000 .0000 .0000 .0000 .0000 1.0000 .0000 .0000 .0000 .0000 .0000</p> <p>DATA7 DATA8 DATA9 DATA10 DATA11 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000 .0000</p> <p>DELTA .0000 5.0000 1.0000 5.0000</p> <p>STATION 21 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 22 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 23 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0</p>	<p>DELTA .0000 10.0000 1.0000 5.0000</p> <p>STATION 24 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 25 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 26 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 27 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 28 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 29 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 30 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 31 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 32 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0 NOUT1 = 0 NOUT2 = 0 NOUT3 = 0 NBLADE = 0 NDATA2 = 0 NSKIP = 0 NPLUT1 = 0 NPLUT2 = 0 NPLUT3 = 0 NPLUT4 = 0 NPLUT5 = 0 NBLEED = 0</p> <p>STATION 33 HEAD-TO-HEAD NDATA = 0 NINTERP = 0 NDIENH = 0 NPAICH = 0 NMARK = 0 MLOSS = 0 NL1 = 0 NL2 = 0 NVAL = 0 NCURVE = 0 NLITER = 0 NOEL = 0</p>	<p>LOSS PARAMETER / DIFFUSION FACTOR CURVES FOR BLADE TYPE 1 (15 D-FACTORS GIVEN)</p> <p>DIFFUSION FACTORS .000 .050 .100 .150 .200 .250 .300 .350 .400 .450 .500 .550 .600 .650 .700</p> <p>LOSS PARAMETERS HUB .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 MID .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 TIP .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900 .00900</p> <p>LOSS PARAMETER / DIFFUSION FACTOR CURVES FOR BLADE TYPE 2 (15 D-FACTORS GIVEN)</p> <p>DIFFUSION FACTORS .000 .050 .100 .150 .200 .250 .300 .350 .400 .450 .500 .550 .600 .650 .700</p> <p>LOSS PARAMETERS HUB .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 MID .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 TIP .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450 .00450</p>	<p>FRACTIONAL LOSS DISTRIBUTION CURVES FOR BLADE CLASS 1 6 POINTS GIVEN AT 1 RADIAL LOCATIONS</p> <p>DIFFUSION FACTORS .000 .050 .100 .150 .200 .250 .300 .350 .400 .450 .500 .550 .600 .650 .700</p> <p>LOSS PARAMETERS HUB .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 MID .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 TIP .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340 .00340</p>
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STATION 4 FLOW-FIELD DESCRIPTION									
STREAM LINE	RADIUS	ENTROPY	PHI-GAMMA	FLOW ANGLE	PERIODICAL TANGENTIAL	VELOCITIES	VELOCITIES	VELOCITIES	VELOCITIES
1	2	3	4	5	6	7	8	9	10
1	0.0000	124.486	121.391	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2	2.2345	124.486	122.941	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
3	3.1982	124.486	122.528	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
4	3.1978	124.486	122.475	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
5	4.7214	124.486	122.334	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
6	4.7214	124.486	122.244	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
7	6.1905	124.486	122.101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
8	6.1905	124.486	122.011	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
9	7.3488	124.486	121.858	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
10	7.3488	124.486	121.768	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
11	8.4860	124.486	121.652	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
12	8.4860	124.486	121.562	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
13	9.6730	124.486	121.446	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
14	9.6730	124.486	121.356	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
15	10.8600	124.486	121.240	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
16	10.8600	124.486	121.150	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
17	12.0470	124.486	121.034	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
18	12.0470	124.486	120.944	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
19	13.2340	124.486	120.828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
20	13.2340	124.486	120.738	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
21	14.4210	124.486	120.622	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
22	14.4210	124.486	120.532	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
23	15.6080	124.486	120.416	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
24	15.6080	124.486	120.326	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
25	16.7950	124.486	120.210	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
26	16.7950	124.486	120.120	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
27	17.9820	124.486	120.004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
28	17.9820	124.486	119.914	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
29	19.1690	124.486	119.798	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
30	19.1690	124.486	119.708	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
31	20.3560	124.486	119.592	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
32	20.3560	124.486	119.502	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
33	21.5430	124.486	119.386	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
34	21.5430	124.486							

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STATION 12 IS WITHIN OR AT THE TRAILING EDGE OF A BLADE ROTATING AT 8844.0 RPM. NUMBER OF BLADES IN ROW = 17.														
STREAM	RADIUS	BLADE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE	RELATIVE
LINE	NO.	NO.	VELOCITY	ANGLE	ANGLE	ANGLE	ANGLE	ANGLE	ANGLE	ANGLE	ANGLE	ANGLE	ANGLE	ANGLE
1	3.1250	250.83	388.12	.3501	-14.163	.000								
2	3.8843	299.79	420.22	.3791	-24.188	.000								
3	4.5055	347.73	449.77	.4056	-32.027	.000								
4	5.1284	395.80	481.91	.4343	-38.502	.000								
5	5.7500	444.16	517.37	.4641	-48.332	.000								
6	6.3707	492.14	552.17	.4937	-58.166	.000								
7	6.9886	539.39	587.49	.5237	-68.000	.000								
8	7.6031	586.40	623.49	.5537	-77.834	.000								
9	8.2144	633.48	659.49	.5837	-87.668	.000								
10	8.8237	680.40	695.49	.6137	-97.502	.000								
11	9.4300	727.20	731.49	.6437	-107.336	.000								
12	9.9999	773.20	767.49	.6737	-117.170	.000								
13	10.5698	819.20	803.49	.7037	-127.004	.000								
14	11.1397	865.20	839.49	.7337	-136.838	.000								
15	11.7096	911.20	875.49	.7637	-146.672	.000								
16	12.2795	957.20	911.49	.7937	-156.506	.000								
17	12.8494	1003.20	947.49	.8237	-166.340	.000								
18	13.4193	1049.20	983.49	.8537	-176.174	.000								
19	13.9892	1095.20	1019.49	.8837	-186.008	.000								
20	14.5591	1141.20	1055.49	.9137	-195.842	.000								
21	15.1290	1187.20	1091.49	.9437	-205.676	.000								
22	15.6989	1233.20	1127.49	.9737	-215.510	.000								
23	16.2688	1279.20	1163.49	.0037	-225.344	.000								
24	16.8387	1325.20	1199.49	.0337	-235.178	.000								
25	17.4086	1371.20	1235.49	.0637	-245.012	.000								
26	17.9785	1417.20	1271.49	.0937	-254.846	.000								
27	18.5484	1463.20	1307.49	.1237	-264.680	.000								
28	19.1183	1509.20	1343.49	.1537	-274.514	.000								
29	19.6882	1555.20	1379.49	.1837	-284.348	.000								
30	20.2581	1601.20	1415.49	.2137	-294.182	.000								
31	20.8280	1647.20	1451.49	.2437	-304.016	.000								
32	21.3979	1693.20	1487.49	.2737	-313.850	.000								
33	21.9678	1739.20	1523.49	.3037	-323.684	.000								
34	22.5377	1785.20	1559.49	.3337	-333.518	.000								
35	23.1076	1831.20	1595.49	.3637	-343.352	.000								
36	23.6775	1877.20	1631.49	.3937	-353.186	.000								
37	24.2474	1923.20	1667.49	.4237	-363.020	.000								
38	24.8173	1969.20	1703.49	.4537	-372.854	.000								
39	25.3872	2015.20	1739.49	.4837	-382.688	.000								
40	25.9571	2061.20	1775.49	.5137	-392.522	.000								
41	26.5270	2107.20	1811.49	.5437	-402.356	.000								
42	27.0969	2153.20	1847.49	.5737	-412.190	.000								
43	27.6668	2200.20	1883.49	.6037	-422.024	.000								
44	28.2367	2246.20	1919.49	.6337	-431.858	.000								
45	28.8066	2292.20	1955.49	.6637	-441.692	.000								
46	29.3765	2338.20	1991.49	.6937	-451.526	.000								
47	29.9464	2384.20	2027.49	.7237	-461.360	.000								
48	30.5163	2430.20	2063.49	.7537	-471.194	.000								
49	31.0862	2476.20	2099.49	.7837	-481.028	.000								
50	31.6561	2522.20	2135.49	.8137	-490.862	.000								
51	32.2260	2568.20	2171.49	.8437	-500.696	.000								
52	32.7959	2614.20	2207.49	.8737	-510.530	.000								
53	33.3658	2660.20	2243.49	.9037	-520.364	.000								
54	33.9357	2706.20	2279.49	.9337	-530.198	.000								
55	34.5056	2752.20	2315.49	.9637	-540.032	.000								
56	35.0755	2798.20	2351.49	.9937	-549.866	.000								
57	35.6454	2844.20	2387.49	.0237	-559.700	.000								
58	36.2153	2890.20	2423.49	.0537	-569.534	.000								
59	36.7852	2936.20	2459.49	.0837	-579.368	.000								
60	37.3551	2982.20	2495.49	.1137	-589.202	.000								
61	37.9250	3028.20	2531.49	.1437	-599.036	.000								
62	38.4949	3074.20	2567.49	.1737	-608.870	.000								
63	39.0648	3120.20	2603.49	.2037	-618.704	.000								
64	39.6347	3166.20	2639.49	.2337	-628.538	.000								
65	40.2046	3212.20	2675.49	.2637	-638.372	.000								
66	40.7745	3258.20	2711.49	.2937	-648.206	.000								
67	41.3444	3304.20	2747.49	.3237	-658.040	.000								
68	41.9143	3350.20	2783.49	.3537	-667.874	.000								
69	42.4842	3396.20	2819.49	.3837	-677.708	.000								
70	43.0541	3442.20	2855.49	.4137	-687.542	.000								
71	43.6240	3488.20	2891.49	.4437	-697.376	.000								
72	44.1939	3534.20	2927.49	.4737	-707.210	.000								
73	44.7638	3580.20	2963.49	.5037	-717.044	.000								
74	45.3337	3626.20	2999.49	.5337	-726.878	.000								
75	45.9036	3672.20	3035.49	.5637	-736.712	.000								
76	46.4735	3718.20	3071.49	.5937	-746.546	.000								
77	47.0434	3764.20	3107.49	.6237	-756.380	.000								
78	47.6133	3810.20	3143.49	.6537	-766.214	.000								
79	48.1832	3856.20	3179.49	.6837	-776.048	.000								
80	48.7531	3902.20	3215.49	.7137	-785.882	.000								
81	49.3230	3948.20	3251.49	.7437	-795.716	.000								
82	49.8929	3994.20	3287.49	.7737	-805.550	.000								
83	50.4628	4040.20	3323.49	.8037	-815.384	.000								
84	51.0327	4086.20	3359.49	.8337	-825.218	.000								
85	51.6026	4132.20	3395.49	.8637	-835.052	.000								
86	52.1725	4178.20	3431.49	.8937	-844.886	.000								
87	52.7424	4224.20	3467.49	.9237	-854.720	.000								
88	53.3123	4270.20	3503.49	.9537	-864.554	.000								
89	53.8822	4316.20	3539.49	.9837	-874.388	.000								
90	54.4521	4362.20	3575.49	.0137	-884.222	.000								
91	55.0220	4408.20	3611.49	.0437	-894.056	.000								
92	55.5919	4454.20	3647.49	.0737	-903.890	.000								
93	56.1618	4500.20	3683.49	.1037	-913.724	.000								
94	56.7317	4546.20	3719.49	.1337	-923.558	.000								
95	57.3016	4592.20	3755.49	.1637	-933.392	.000								
96	57.8715	4638.20	3791.49	.1937	-943.226	.000								
97	58.4414	4684.20	3827.49	.2237	-953.060	.000								
98	59.0113	4730.20	3863.49	.2537	-962.894	.000								
99	59.5812	4776.20	3899.49	.2837	-972.728	.000								
100	60.1511	4822.20	3935.49	.3137	-982.562	.000								
101	60.7210	4868.20	3971.49	.3437	-992.396	.000								
102	61.2909	4914.20	4007.49	.3737	-1002.230	.000								
103	61.8608	4960.20	4043.49	.4037	-1012.064	.000								
104	62.4307	5006.20	4079.49	.4337	-1021.898	.000								
105	63.0006	5052.20	4115.49	.4637	-1031.732	.000								
106	63.5705	5098.20	4151.49	.4937	-1041.566	.000								
107	64.1404	5144.20	4187.49	.5237	-1051.400	.000								
108	64.7103	5190.20	4223.49	.5537	-1061.234	.000								
109	65.2802	5236.20	4259.4											

STATION 16 FLOW-FIELD DESCRIPTION														
ROTATING AT 8844.0 RPM. NUMBER OF BLADES IN ROW = 17.														
STREAM LINE	RADIUS	BLADE	VELOCITY	RELATIVE	ANGLE	DEVIATION	ANGLE	DEVIATION	ANGLE	DEVIATION	ANGLE	DEVIATION	ANGLE	DEVIATION
1	3.5000	260.48	393.57	3.550	-5.581	.000								
2	3.5000	306.47	403.28	3.633	-7.744	.000								
3	3.5000	352.46	412.99	3.689	-9.907	.000								
4	3.5000	398.45	422.70	3.745	-12.070	.000								
5	3.5000	444.44	432.41	3.801	-14.233	.000								
6	3.5000	490.43	442.12	3.857	-16.396	.000								
7	3.5000	536.42	451.83	3.913	-18.559	.000								
8	3.5000	582.41	461.54	3.969	-20.722	.000								
9	3.5000	628.40	471.25	4.025	-22.885	.000								
10	3.5000	674.39	480.96	4.081	-25.048	.000								
11	3.5000	720.38	490.67	4.137	-27.211	.000								
12	3.5000	766.37	500.38	4.193	-29.374	.000								
13	3.5000	812.36	510.09	4.249	-31.537	.000								
14	3.5000	858.35	519.80	4.305	-33.700	.000								
15	3.5000	904.34	529.51	4.361	-35.863	.000								
16	3.5000	950.33	539.22	4.417	-38.026	.000								
17	3.5000	996.32	548.93	4.473	-40.189	.000								
18	3.5000	1042.31	558.64	4.529	-42.352	.000								
19	3.5000	1088.30	568.35	4.585	-44.515	.000								
20	3.5000	1134.29	578.06	4.641	-46.678	.000								
21	3.5000	1180.28	587.77	4.697	-48.841	.000								
22	3.5000	1226.27	597.48	4.753	-50.999	.000								
23	3.5000	1272.26	607.19	4.809	-53.162	.000								
24	3.5000	1318.25	616.90	4.865	-55.325	.000								
25	3.5000	1364.24	626.61	4.921	-57.488	.000								
26	3.5000	1410.23	636.32	4.977	-59.651	.000								
27	3.5000	1456.22	646.03	5.033	-61.814	.000								
28	3.5000	1502.21	655.74	5.089	-63.977	.000								
29	3.5000	1548.20	665.45	5.145	-66.140	.000								
30	3.5000	1594.19	675.16	5.201	-68.303	.000								
31	3.5000	1640.18	684.87	5.257	-70.466	.000								
32	3.5000	1686.17	694.58	5.313	-72.629	.000								
33	3.5000	1732.16	704.29	5.369	-74.792	.000								
34	3.5000	1778.15	714.00	5.425	-76.955	.000								
35	3.5000	1824.14	723.71	5.481	-79.118	.000								
36	3.5000	1870.13	733.42	5.537	-81.281	.000								
37	3.5000	1916.12	743.13	5.593	-83.444	.000								
38	3.5000	1962.11	752.84	5.649	-85.607	.000								
39	3.5000	2008.10	762.55	5.705	-87.770	.000								
40	3.5000	2054.09	772.26	5.761	-89.933	.000								
41	3.5000	2100.08	781.97	5.817	-92.096	.000								
42	3.5000	2146.07	791.68	5.873	-94.259	.000								
43	3.5000	2192.06	801.39	5.929	-96.422	.000								
44	3.5000	2238.05	811.10	5.985	-98.585	.000								
45	3.5000	2284.04	820.81	6.041	-100.748	.000								
46	3.5000	2330.03	830.52	6.097	-102.911	.000								
47	3.5000	2376.02	840.23	6.153	-105.074	.000								
48	3.5000	2422.01	849.94	6.209	-107.237	.000								
49	3.5000	2468.00	859.65	6.265	-109.400	.000								
50	3.5000	2513.99	869.36	6.321	-111.563	.000								
51	3.5000	2559.98	879.07	6.377	-113.726	.000								
52	3.5000	2605.97	888.78	6.433	-115.889	.000								
53	3.5000	2651.96	898.49	6.489	-118.052	.000								
54	3.5000	2697.95	908.20	6.545	-120.215	.000								
55	3.5000	2743.94	917.91	6.601	-122.378	.000								
56	3.5000	2789.93	927.62	6.657	-124.541	.000								
57	3.5000	2835.92	937.33	6.713	-126.704	.000								
58	3.5000	2881.91	947.04	6.769	-128.867	.000								
59	3.5000	2927.90	956.75	6.825	-131.030	.000								
60	3.5000	2973.89	966.46	6.881	-133.193	.000								
61	3.5000	3019.88	976.17	6.937	-135.356	.000								
62	3.5000	3065.87	985.88	6.993	-137.519	.000								
63	3.5000	3111.86	995.59	7.049	-139.682	.000								
64	3.5000	3157.85	1005.30	7.105	-141.845	.000								
65	3.5000	3203.84	1015.01	7.161	-144.008	.000								
66	3.5000	3249.83	1024.72	7.217	-146.171	.000								
67	3.5000	3295.82	1034.43	7.273	-148.334	.000								
68	3.5000	3341.81	1044.14	7.329	-150.497	.000								
69	3.5000	3387.80	1053.85	7.385	-152.660	.000								
70	3.5000	3433.79	1063.56	7.441	-154.823	.000								
71	3.5000	3479.78	1073.27	7.497	-156.986	.000								
72	3.5000	3525.77	1082.98	7.553	-159.149	.000								
73	3.5000	3571.76	1092.69	7.609	-161.312	.000								
74	3.5000	3617.75	1102.40	7.665	-163.475	.000								
75	3.5000	3663.74	1112.11	7.721	-165.638	.000								
76	3.5000	3709.73	1121.82	7.777	-167.801	.000								
77	3.5000	3755.72	1131.53	7.833	-169.964	.000								
78	3.5000	3801.71	1141.24	7.889	-172.127	.000								
79	3.5000	3847.70	1150.95	7.945	-174.290	.000								
80	3.5000	3893.69	1160.66	8.001	-176.453	.000								
81	3.5000	3939.68	1170.37	8.057	-178.616	.000								
82	3.5000	3985.67	1180.08	8.113	-180.779	.000								
83	3.5000	4031.66	1189.79	8.169	-182.942	.000								
84	3.5000	4077.65	1199.50	8.225	-185.105	.000								
85	3.5000	4123.64	1209.21	8.281	-187.268	.000								
86	3.5000	4169.63	1218.92	8.337	-189.431	.000								
87	3.5000	4215.62	1228.63	8.393	-191.594	.000								
88	3.5000	4261.61	1238.34	8.449	-193.757	.000								
89	3.5000	4307.60	1248.05	8.505	-195.920	.000								
90	3.5000	4353.59	1257.76	8.561	-198.083	.000								
91	3.5000	4399.58	1267.47	8.617	-200.246	.000								
92	3.5000	4445.57	1277.18	8.673	-202.409	.000								
93	3.5000	4491.56	1286.89	8.729	-204.572	.000								
94	3.5000	4537.55	1296.60	8.785	-206.735	.000								
95	3.5000	4583.54	1306.31	8.841	-208.898	.000								
96	3.5000	4629.53	1316.02	8.897	-211.061	.000								
97	3.5000	4675.52	1325.73	8.953	-213.224	.000								
98	3.5000	4721.51	1335.44	9.009	-215.387	.000								
99	3.5000	4767.50	1345.15	9.065	-217.550	.000								
100	3.5000	4813.49	1354.86	9.121	-219.713	.000								
101	3.5000	4859.48	1364.57	9.177	-221.876	.000								
102	3.5000	4905.47	1374.28	9.233	-224.039	.000								
103	3.5000	4951.46	1383.99	9.289	-226.202	.000								
104	3.5000	4997.45	1393.70	9.345	-228.365	.000								
105	3.5000	5043.44	1403.41	9.401	-230.528	.000								
106	3.5000	5089.43	1413.12	9.457	-232.691	.000								
107	3.5000	5135.42	1422.83	9.513	-234.854	.000								
108	3.5000	5181.41	1432.54	9.569	-237.017	.000								
109	3.5000	5227.40	1442.25	9.625	-239.180	.000								

LINE	ANGLE	A-BLADE	COEFF	FACTOR	ON Q
1	3.4250	.000	41.194	.0055	.04609
2	4.1366	.000	32.206	.3763	.04121
3	4.6955	.000	22.194	.3701	.04192
4	5.2806	.000	14.423	.3754	.04144
5	5.8781	.000	6.859	.3888	.04207
6	6.4845	.000	1.085	.4134	.04228
7	7.0961	.000	-2.952	.4459	.04218
8	7.7082	.000	-6.336	.4903	.04283
9	8.3154	.000	-9.488	.5407	.04357
10	8.9145	.000	-16.503	.6092	.03785
11	9.5000	.000	-20.451	.8033	.03542

MEAN VALUES	RATIO	ENTROPY	DELTA H	DELTA S	DELTA T
1	3.4250	1.1073	.9654	.0304	.1022
2	4.1366	1.1052	.9623	.0301	.1052
3	4.6955	1.1037	.9560	.0299	.1057
4	5.2806	1.1027	.9484	.0299	.1067
5	5.8781	1.1020	.9397	.0299	.1078
6	6.4845	1.1016	.9311	.0301	.1084
7	7.0961	1.1014	.9220	.0304	.1084
8	7.7082	1.1014	.9135	.0304	.1084
9	8.3154	1.1015	.9067	.0309	.1084
10	8.9145	1.1016	.9007	.0310	.1084
11	9.5000	1.1017	.9068	.0309	.1084

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1	3.4250	1.1073	.9654	.0304	.1022
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2	4.1366	1.1052	.9623	.0301	.1052
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9	8.3154	1.1015	.9067	.0309	.1084
10	8.9145	1.1016	.9007	.0310	.1084
11	9.5000	1.1017	.9068	.0309	.1084

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1	3.4250	1.1073	.9654	.0304	.1022
2	4.1366	1.1052	.9623	.0301	.1052
3	4.6955	1.1037	.9560	.0299	.1057
4	5.2806	1.1027	.9484	.0299	.1067
5	5.8781	1.1020	.9397	.0299	.1078
6	6.4845	1.1016	.9311	.0301	.1084

STATION 21 FLOW-FIELD DESCRIPTION									
LINE	RADIUS	X-COORD	Y-COORD	CURVATURE	SLOPE	ANGLE	LEAK	ANGLE	STATION
1	4.7970	8.0000	454.97	11.819	6.790	0.000	0.000	0.000	0.000
2	5.1604	8.0033	364.60	9.537	6.790	0.000	0.000	0.000	0.000
3	5.5587	8.0077	-62.54	7.750	6.790	0.000	0.000	0.000	0.000
4	5.9870	8.1417	1.1965	-37.38	6.168	6.790	0.000	0.000	0.000
5	6.4410	8.1928	1.6556	-51.44	5.822	6.790	0.000	0.000	0.000
6	6.9165	8.2374	2.1612	-70.11	5.299	6.790	0.000	0.000	0.000
7	7.4175	8.2714	2.7145	-100.47	4.573	6.790	0.000	0.000	0.000
8	7.9350	8.2954	3.3145	-141.71	3.640	6.790	0.000	0.000	0.000
9	8.4680	8.3094	3.9594	-181.91	2.584	6.790	0.000	0.000	0.000
10	8.9970	8.3134	4.6484	-221.91	1.420	6.790	0.000	0.000	0.000
11	9.5000	8.3000	5.3742	0.000	0.000	6.790	0.000	0.000	0.000
STATION 22 FLOW-FIELD DESCRIPTION									
LINE	RADIUS	X-COORD	Y-COORD	CURVATURE	SLOPE	ANGLE	LEAK	ANGLE	STATION
1	4.7970	8.0000	454.97	11.819	6.790	0.000	0.000	0.000	0.000
2	5.1604	8.0033	364.60	9.537	6.790	0.000	0.000	0.000	0.000
3	5.5587	8.0077	-62.54	7.750	6.790	0.000	0.000	0.000	0.000
4	5.9870	8.1417	1.1965	-37.38	6.168	6.790	0.000	0.000	0.000
5	6.4410	8.1928	1.6556	-51.44	5.822	6.790	0.000	0.000	0.000
6	6.9165	8.2374	2.1612	-70.11	5.299	6.790	0.000	0.000	0.000
7	7.4175	8.2714	2.7145	-100.47	4.573	6.790	0.000	0.000	0.000
8	7.9350	8.2954	3.3145	-141.71	3.640	6.790	0.000	0.000	0.000
9	8.4680	8.3094	3.9594	-181.91	2.584	6.790	0.000	0.000	0.000
10	8.9970	8.3134	4.6484	-221.91	1.420	6.790	0.000	0.000	0.000
11	9.5000	8.3000	5.3742	0.000	0.000	6.790	0.000	0.000	0.000
STATION 23 FLOW-FIELD DESCRIPTION									
LINE	RADIUS	X-COORD	Y-COORD	CURVATURE	SLOPE	ANGLE	LEAK	ANGLE	STATION
1	4.7970	8.0000	454.97	11.819	6.790	0.000	0.000	0.000	0.000
2	5.1604	8.0033	364.60	9.537	6.790	0.000	0.000	0.000	0.000
3	5.5587	8.0077	-62.54	7.750	6.790	0.000	0.000	0.000	0.000
4	5.9870	8.1417	1.1965	-37.38	6.168	6.790	0.000	0.000	0.000
5	6.4410	8.1928	1.6556	-51.44	5.822	6.790	0.000	0.000	0.000
6	6.9165	8.2374	2.1612	-70.11	5.299	6.790	0.000	0.000	0.000
7	7.4175	8.2714	2.7145	-100.47	4.573	6.790	0.000	0.000	0.000
8	7.9350	8.2954	3.3145	-141.71	3.640	6.790	0.000	0.000	0.000
9	8.4680	8.3094	3.9594	-181.91	2.584	6.790	0.000	0.000	0.000
10	8.9970	8.3134	4.6484	-221.91	1.420	6.790	0.000	0.000	0.000
11	9.5000	8.3000	5.3742	0.000	0.000	6.790	0.000	0.000	0.000

[illegible]

PT	NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1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RESIN TS. OUT 6-25-95 10:23a

PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID									
IX = 4.64142E+02 IY = 3.35137E+01 IXY = -1.13344E+01									
IXX = 7.22290E+03 (AT -19.071 WITH (X) AXIS) IYY = 3.74329E+01 (AT -19.071 WITH (Y) AXIS)									
PT	NO	SURFACE	X	Y	ONE	TWO	THREE	FOUR	FIVE
1	1	-1.45893E+00	7.90875E+00	-1.47967E+00	7.64783E-01	7.64783E-01			
2	2	-1.38634E+00	7.42458E-01	-1.41953E+00	7.02704E-01	7.02704E-01			
3	3	-1.31414E+00	6.98884E-01	-1.35902E+00	6.40332E-01	6.40332E-01			
4	4	-1.24232E+00	6.51120E-01	-1.29813E+00	5.79700E-01	5.79700E-01			
5	5	-1.17093E+00	6.08118E-01	-1.22560E+00	5.20838E-01	5.20838E-01			
6	6	-1.10000E+00	5.64834E-01	-1.15904E+00	4.63775E-01	4.63775E-01			
7	7	-1.02954E+00	5.27211E-01	-1.11280E+00	4.08554E-01	4.08554E-01			
8	8	-9.59538E-01	4.89213E-01	-1.05009E+00	3.55182E-01	3.55182E-01			
9	9	-8.90040E-01	4.52789E-01	-9.94906E-01	3.03681E-01	3.03681E-01			
10	10	-8.20050E-01	4.17887E-01	-9.33244E-01	2.54072E-01	2.54072E-01			
11	11	-7.54952E-01	3.84452E-01	-8.74906E-01	2.06372E-01	2.06372E-01			
12	12	-6.84952E-01	3.51614E-01	-8.18414E-01	1.60372E-01	1.60372E-01			
13	13	-6.14952E-01	3.19175E-01	-7.63444E-01	1.15372E-01	1.15372E-01			
14	14	-5.44952E-01	2.87136E-01	-7.09444E-01	7.0372E-02	7.0372E-02			
15	15	-4.74952E-01	2.55136E-01	-6.56444E-01	2.5372E-02	2.5372E-02			
16	16	-4.04952E-01	2.23136E-01	-6.03444E-01	2.0313E-03	2.0313E-03			
17	17	-3.34952E-01	1.91136E-01	-5.50444E-01	3.90489E-02	3.90489E-02			
18	18	-2.64952E-01	1.59136E-01	-4.97444E-01	7.31312E-02	7.31312E-02			
19	19	-1.94952E-01	1.27136E-01	-4.44444E-01	1.05279E-01	1.05279E-01			
20	20	-1.24952E-01	9.5136E-02	-3.91444E-01	1.35507E-01	1.35507E-01			
21	21	-5.40851E-02	6.25329E-02	-3.38444E-01	1.63834E-01	1.63834E-01			
22	22	-4.70851E-02	5.55329E-02	-2.85444E-01	1.9272E-01	1.9272E-01			
23	23	-4.00851E-02	4.85329E-02	-2.32444E-01	2.2161E-01	2.2161E-01			
24	24	-3.30851E-02	4.15329E-02	-1.79444E-01	2.5050E-01	2.5050E-01			
25	25	-2.60851E-02	3.45329E-02	-1.26444E-01	2.7939E-01	2.7939E-01			
26	26	-1.90851E-02	2.75329E-02	-7.31444E-02	3.0828E-01	3.0828E-01			
27	27	-1.20851E-02	2.05329E-02	-1.84444E-02	3.3717E-01	3.3717E-01			
28	28	-5.0970E-03	1.35329E-02	-1.4800E-02	3.6606E-01	3.6606E-01			
29	29	-4.3970E-03	6.25329E-03	-1.1600E-02	3.9495E-01	3.9495E-01			
30	30	-3.6970E-03	2.75329E-03	-8.4444E-03	4.2384E-01	4.2384E-01			
31	31	-2.9970E-03	1.25329E-03	-5.3444E-03	4.5273E-01	4.5273E-01			
32	32	-2.2970E-03	5.75329E-04	-2.2444E-03	4.8162E-01	4.8162E-01			
33	33	-1.5970E-03	2.25329E-04	-9.1444E-04	5.1051E-01	5.1051E-01			
34	34	-8.9695E-04	8.25329E-05	-3.0444E-04	5.3940E-01	5.3940E-01			
35	35	-8.2695E-04	1.32136E-04	-1.32136E-04	5.6829E-01	5.6829E-01			
36	36	-7.5695E-04	1.62136E-04	-1.62136E-04	5.9718E-01	5.9718E-01			
37	37	-6.8695E-04	1.92136E-04	-1.92136E-04	6.2607E-01	6.2607E-01			
38	38	-6.1695E-04	2.22136E-04	-2.22136E-04	6.5496E-01	6.5496E-01			
39	39	-5.4695E-04	2.52136E-04	-2.52136E-04	6.8385E-01	6.8385E-01			
40	40	-4.7695E-04	2.82136E-04	-2.82136E-04	7.1274E-01	7.1274E-01			
41	41	-4.0695E-04	3.12136E-04	-3.12136E-04	7.4163E-01	7.4163E-01			
42	42	-3.3695E-04	3.42136E-04	-3.42136E-04	7.7052E-01	7.7052E-01			
43	43	-2.6695E-04	3.72136E-04	-3.72136E-04	7.9941E-01	7.9941E-01			
44	44	-1.9695E-04	4.02136E-04	-4.02136E-04	8.2830E-01	8.2830E-01			
45	45	-1.2695E-04	4.32136E-04	-4.32136E-04	8.5719E-01	8.5719E-01			
46	46	-5.6495E-05	4.62136E-04	-4.62136E-04	8.8608E-01	8.8608E-01			
POINTS DESCRIBING LEADING EDGE RADIUS									
POINT NO.	X	Y							
1	-1.47967E+00	7.64783E-01							
2	-1.48087E+00	7.67933E-01							
3	-1.48207E+00	7.71083E-01							
4	-1.48327E+00	7.74233E-01							
5	-1.48447E+00	7.77383E-01							
6	-1.48567E+00	7.80533E-01							
7	-1.48687E+00	7.83683E-01							
8	-1.48807E+00	7.86833E-01							
9	-1.48927E+00	7.89983E-01							
10	-1.49047E+00	7.93133E-01							
11	-1.49167E+00	7.96283E-01							
12	-1.49287E+00	7.99433E-01							
13	-1.49407E+00	8.02583E-01							
14	-1.49527E+00	8.05733E-01							
15	-1.49647E+00	8.08883E-01							
16	-1.49767E+00	8.12033E-01							
17	-1.49887E+00	8.15183E-01							
18	-1.49999E+00	8.18333E-01							
19	-1.47759E+00	7.91400E-01							
20	-1.47409E+00	7.93205E-01							
21	-1.47455E+00	7.93355E-01							

POINT NUMBER	FRAC. H	Y	Y-D (DEG)	R OF CURV	POINT NUMBER	FRAC. H	Y	Y-D (DEG)	R OF CURV
11	2222	-19792	-37.46934	1.05010	1	00591	(AT-28.885 WITH (Y) AXIS)		
12	2444	-21482	-36.82659	1.8776	2	00591	(AT-28.885 WITH (Y) AXIS)		
13	2666	-23120	-35.97423	1.02280	3	00591	(AT-28.885 WITH (Y) AXIS)		
14	2888	-24708	-35.12225	1.00304	4	00591	(AT-28.885 WITH (Y) AXIS)		
15	3111	-26247	-34.26891	1.8094	5	00591	(AT-28.885 WITH (Y) AXIS)		
16	3333	-27737	-33.42080	1.8077	6	00591	(AT-28.885 WITH (Y) AXIS)		
17	3555	-29180	-32.58283	1.8179	7	00591	(AT-28.885 WITH (Y) AXIS)		
18	3777	-30578	-31.76016	1.8850	8	00591	(AT-28.885 WITH (Y) AXIS)		
19	4000	-31932	-30.95820	1.8434	9	00591	(AT-28.885 WITH (Y) AXIS)		
20	4222	-33245	-30.18140	1.80324	10	00591	(AT-28.885 WITH (Y) AXIS)		
21	4444	-34518	-29.42836	1.7628	11	00591	(AT-28.885 WITH (Y) AXIS)		
22	4667	-35782	-28.69838	1.7233	12	00591	(AT-28.885 WITH (Y) AXIS)		
23	4889	-37027	-27.99134	1.6848	13	00591	(AT-28.885 WITH (Y) AXIS)		
24	5111	-38151	-27.29134	1.6481	14	00591	(AT-28.885 WITH (Y) AXIS)		
25	5333	-39245	-26.60848	1.6129	15	00591	(AT-28.885 WITH (Y) AXIS)		
26	5555	-40341	-25.93473	1.5789	16	00591	(AT-28.885 WITH (Y) AXIS)		
27	5777	-41406	-25.26434	1.5459	17	00591	(AT-28.885 WITH (Y) AXIS)		
28	6000	-42439	-24.59931	1.5135	18	00591	(AT-28.885 WITH (Y) AXIS)		
29	6222	-43441	-23.93022	1.4816	19	00591	(AT-28.885 WITH (Y) AXIS)		
30	6444	-44411	-23.25854	1.4501	20	00591	(AT-28.885 WITH (Y) AXIS)		
31	6667	-45351	-22.58448	1.4190	21	00591	(AT-28.885 WITH (Y) AXIS)		
32	6889	-46260	-21.90825	1.3882	22	00591	(AT-28.885 WITH (Y) AXIS)		
33	7111	-47139	-21.23009	1.3577	23	00591	(AT-28.885 WITH (Y) AXIS)		
34	7333	-47987	-20.55020	1.3273	24	00591	(AT-28.885 WITH (Y) AXIS)		
35	7555	-48805	-19.86883	1.2970	25	00591	(AT-28.885 WITH (Y) AXIS)		
36	7777	-49593	-19.18620	1.2668	26	00591	(AT-28.885 WITH (Y) AXIS)		
37	8000	-50352	-18.50254	1.2367	27	00591	(AT-28.885 WITH (Y) AXIS)		
38	8222	-51081	-17.81805	1.2067	28	00591	(AT-28.885 WITH (Y) AXIS)		
39	8444	-51780	-17.13247	1.1768	29	00591	(AT-28.885 WITH (Y) AXIS)		
40	8667	-52451	-16.44552	1.1470	30	00591	(AT-28.885 WITH (Y) AXIS)		
41	8889	-53093	-15.75854	1.1173	31	00591	(AT-28.885 WITH (Y) AXIS)		
42	9111	-53702	-15.06424	1.0877	32	00591	(AT-28.885 WITH (Y) AXIS)		
43	9333	-54289	-14.37128	1.0582	33	00591	(AT-28.885 WITH (Y) AXIS)		
44	9555	-54844	-13.67462	1.0287	34	00591	(AT-28.885 WITH (Y) AXIS)		
45	9777	-55370	-12.97892	1.0000	35	00591	(AT-28.885 WITH (Y) AXIS)		
46	1.00000	-55848	-12.27483	1.8511	36	00591	(AT-28.885 WITH (Y) AXIS)		

STRESS SURFACE GEOMETRY ON STREAMLINE NUMBER 3

BLADE HAVING A HERIDIONAL CHORD PROJECTION OF UNITY

BLADE CHORD = 1.4533

STAGGER ANGLE = 29.191

CAMBER ANGLE = 33.020

SECTION AREA = 0.8343

LOCATION OF CENTROID RELATIVE TO LEADING EDGE

NORMALIZED RESULTS - ALL THE FOLLOWING REFER TO A BLADE HAVING A HERIDIONAL CHORD PROJECTION OF UNITY

BLADE CHORD = 1.4533

STAGGER ANGLE = 29.191

CAMBER ANGLE = 33.020

SECTION AREA = 0.8343

LOCATION OF CENTROID RELATIVE TO LEADING EDGE

NORMALIZED RESULTS - ALL THE FOLLOWING REFER TO A BLADE HAVING A HERIDIONAL CHORD PROJECTION OF UNITY

BLADE CHORD = 1.4533

STAGGER ANGLE = 29.191

CAMBER ANGLE = 33.020

SECTION AREA = 0.8343

LOCATION OF CENTROID RELATIVE TO LEADING EDGE

NORMALIZED RESULTS - ALL THE FOLLOWING REFER TO A BLADE HAVING A HERIDIONAL CHORD PROJECTION OF UNITY

BLADE CHORD = 1.4533

STAGGER ANGLE = 29.191

CAMBER ANGLE = 33.020

POINTS DESCRIBING LEADING EDGE RADIUS									
POINT NO.	X	Y	DATA POINTS						
			POINT	FRAC.	M	Y-D(DES)			
1	-1.4151E+00	9.9017E-01	1	0.0000	-45.29491				
2	-1.4133E+00	9.9147E-01	2	0.0017	-38.49756				
3	-1.4173E+00	9.9282E-01	3	0.0074	-30.93186				
4	-1.4182E+00	9.9431E-01	4	0.0088	-24.59492				
5	-1.4189E+00	9.9581E-01	5	0.0098	-18.51053				
6	-1.4194E+00	9.9743E-01	6	0.0100	-12.27483				
7	-1.4198E+00	9.9935E-01							
8	-1.4199E+00	1.0010E+00							
9	-1.4199E+00	1.0080E+00							
10	-1.4197E+00	1.0045E+00							
11	-1.4194E+00	1.0062E+00							
12	-1.4188E+00	1.0078E+00							
13	-1.4178E+00	1.0104E+00							
14	-1.4162E+00	1.0124E+00							
15	-1.4150E+00	1.0154E+00							
16	-1.4137E+00	1.0180E+00							
17	-1.4123E+00	1.0181E+00							
18	-1.4108E+00	1.0167E+00							
19	-1.4092E+00	1.0137E+00							
20	-1.4076E+00	1.0179E+00							
21	-1.4061E+00	1.0182E+00							
22	-1.4044E+00	1.0181E+00							
23	-1.4024E+00	1.0181E+00							
24	-1.4002E+00	1.0181E+00							
25	-1.3979E+00	1.0178E+00							
26	-1.3957E+00	1.0175E+00							
27	-1.3937E+00	1.0171E+00							
28	-1.3917E+00	1.0169E+00							
29	-1.3892E+00	1.0167E+00							
30	-1.3869E+00	1.0165E+00							
31	-1.3846E+00	1.0163E+00							
32	-1.3823E+00	1.0161E+00							
33	-1.3800E+00	1.0159E+00							
34	-1.3777E+00	1.0157E+00							
35	-1.3754E+00	1.0155E+00							
36	-1.3731E+00	1.0153E+00							
37	-1.3708E+00	1.0151E+00							
38	-1.3685E+00	1.0149E+00							
39	-1.3662E+00	1.0147E+00							
40	-1.3639E+00	1.0145E+00							
41	-1.3616E+00	1.0143E+00							
42	-1.3593E+00	1.0141E+00							
43	-1.3570E+00	1.0139E+00							
44	-1.3547E+00	1.0137E+00							
45	-1.3524E+00	1.0135E+00							
46	-1.3501E+00	1.0133E+00							
47	-1.3478E+00	1.0131E+00							
48	-1.3455E+00	1.0129E+00							
49	-1.3432E+00	1.0127E+00							
50	-1.3409E+00	1.0125E+00							
51	-1.3386E+00	1.0123E+00							
52	-1.3363E+00	1.0121E+00							
53	-1.3340E+00	1.0119E+00							
54	-1.3317E+00	1.0117E+00							
55	-1.3294E+00	1.0115E+00							
56	-1.3271E+00	1.0113E+00							
57	-1.3248E+00	1.0111E+00							
58	-1.3225E+00	1.0109E+00							
59	-1.3202E+00	1.0107E+00							
60	-1.3179E+00	1.0105E+00							
61	-1.3156E+00	1.0103E+00							
62	-1.3133E+00	1.0101E+00							
63	-1.3110E+00	1.0099E+00							
64	-1.3087E+00	1.0097E+00							
65	-1.3064E+00	1.0095E+00							
66	-1.3041E+00	1.0093E+00							
67	-1.3018E+00	1.0091E+00							
68	-1.2995E+00	1.0089E+00							
69	-1.2972E+00	1.0087E+00							
70	-1.2949E+00	1.0085E+00							
71	-1.2926E+00	1.0083E+00							
72	-1.2903E+00	1.0081E+00							
73	-1.2880E+00	1.0079E+00							
74	-1.2857E+00	1.0077E+00							
75	-1.2834E+00	1.0075E+00							
76	-1.2811E+00	1.0073E+00							
77	-1.2788E+00	1.0071E+00							
78	-1.2765E+00	1.0069E+00							
79	-1.2742E+00	1.0067E+00							
80	-1.2719E+00	1.0065E+00							
81	-1.2696E+00	1.0063E+00							
82	-1.2673E+00	1.0061E+00							
83	-1.2650E+00	1.0059E+00							
84	-1.2627E+00	1.0057E+00							
85	-1.2604E+00	1.0055E+00							
86	-1.2581E+00	1.0053E+00							
87	-1.2558E+00	1.0051E+00							
88	-1.2535E+00	1.0049E+00							
89	-1.2512E+00	1.0047E+00							
90	-1.2489E+00	1.0045E+00							
91	-1.2466E+00	1.0043E+00							
92	-1.2443E+00	1.0041E+00							
93	-1.2420E+00	1.0039E+00							
94	-1.2397E+00	1.0037E+00							
95	-1.2374E+00	1.0035E+00							
96	-1.2351E+00	1.0033E+00							
97	-1.2328E+00	1.0031E+00							
98	-1.2305E+00	1.0029E+00							
99	-1.2282E+00	1.0027E+00							
100	-1.2259E+00	1.0025E+00							
101	-1.2236E+00	1.0023E+00							
102	-1.2213E+00	1.0021E+00							
103	-1.2190E+00	1.0019E+00							
104	-1.2167E+00	1.0017E+00							
105	-1.2144E+00	1.0015E+00							
106	-1.2121E+00	1.0013E+00							
107	-1.2098E+00	1.0011E+00							
108	-1.2075E+00	1.0009E+00							
109	-1.2052E+00	1.0007E+00							
110	-1.2029E+00	1.0005E+00							
111	-1.2006E+00	1.0003E+00							
112	-1.1983E+00	1.0001E+00							
113	-1.1960E+00	0.9999E+00							
114	-1.1937E+00	0.9997E+00							
115	-1.1914E+00	0.9995E+00							
116	-1.1891E+00	0.9993E+00							
117	-1.1868E+00	0.9991E+00							
118	-1.1845E+00	0.9989E+00							
119	-1.1822E+00	0.9987E+00							
120	-1.1799E+00	0.9985E+00							
121	-1.1776E+00	0.9983E+00							
122	-1.1753E+00	0.9981E+00							
123	-1.1730E+00	0.9979E+00							
124	-1.1707E+00	0.9977E+00							
125	-1.1684E+00	0.9975E+00							
126	-1.1661E+00	0.9973E+00							
127	-1.1638E+00	0.9971E+00							
128	-1.1615E+00	0.9969E+00							
129	-1.1592E+00	0.9967E+00							
130	-1.1569E+00	0.9965E+00							
131	-1.1546E+00	0.9963E+00							
132	-1.1523E+00	0.9961E+00							
133	-1.1500E+00	0.9959E+00							
134	-1.1477E+00	0.9957E+00							
135	-1.1454E+00	0.9955E+00							
136	-1.1431E+00	0.9953E+00							
137	-1.1408E+00	0.9951E+00							
138	-1.1385E+00	0.9949E+00							
139	-1.1362E+00	0.9947E+00							
140	-1.1339E+00	0.9945E+00							
141	-1.1316E+00	0.9943E+00							
142	-1.1293E+00	0.9941E+00							
143	-1.1270E+00	0.9939E+00							
144	-1.1247E+00	0.9937E+00							
145	-1.1224E+00	0.9935E+00							
146	-1.1201E+00	0.9933E+00							
147	-1.1178E+00	0.9931E+00							
148	-1.1155E+00	0.9929E+00							
149	-1.1132E+00	0.9927E+00							
150	-1.1109E+00	0.9925E+00							
151	-1.1086E+00	0.9923E+00							
152	-1.1063E+00	0.9921E+00							
153	-1.1040E+00	0.9919E+00							
154	-1.1017E+00	0.9917E+00							
155	-1.0994E+00	0.9915E+00							
156	-1.0971E+00	0.9913E+00							
157	-1.0948E+00	0.9911E+00							
158	-1.0925E+00	0.9909E+00							
159	-1.0902E+00	0.9907E+00							
160	-1.0879E+00	0.9905E+00							
161	-1.0856E+00	0.9903E+00							
162	-1.0833E+00	0.9901E+00							
163	-1.0810E+00	0.9899E+00							
164	-1.0787E+00	0.9897E+00							
165	-1.0764E+00	0.9895E+00							
166	-1.0741E+00	0.9893E+00							
167	-1.0718E+00	0.9891E+00							

NORMALIZED RESULTS - ALL THE FOLLOWING REFER TO A BLADE HAVING A PERIODICAL CHORD PROJECTION OF UNITY									
BLADE CHORD = 1.2493									
STAGGER ANGLE = 37.127									
CAMBER ANGLE = 23.760									
SECTION AREA = 0.9573									
LOCATION OF CENTROID RELATIVE TO LEADING EDGE									
XBAR = .4809									
YBAR = .43032									
SECOND MOMENTS OF AREA ABOUT CENTROID									
IX = .00294									
IY = .00521									
IXY = .00382									
ANGLE OF INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS = 34.731									
PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID									
IPX = .00009 (AT 34.731 WITH (X) AXIS)									
IPY = .00007 (AT 34.731 WITH (Y) AXIS)									
H E A L I N E D A T A									
POINT NUMBER	X	Y	ANGLE THICKNESS	X1	Y1	X2	Y2	SURFACE COORDINATE DATA	
1	.00425	.00000	49.262	.01249	.01098	.00408	.00151	.004	
2	.02827	.02533	48.725	.01974	.03569	.01862	.02085	.031	
3	.05029	.05018	48.176	.02688	.06031	.04122	.04028	.059	
4	.07232	.07485	47.616	.03388	.08483	.06313	.05980	.085	
5	.09434	.09845	47.042	.04071	.10924	.08498	.07944	.112	
6	.11636	.12186	46.456	.04754	.13352	.10855	.09921	.138	
7	.13839	.14479	45.857	.05374	.15767	.12608	.11910	.163	
8	.16041	.16724	45.244	.05990	.18168	.14616	.13914	.188	
9	.18244	.18922	44.617	.06579	.20594	.16580	.15933	.212	
10	.20446	.21071	43.976	.07139	.22925	.18502	.17967	.236	
11	.22648	.23172	43.320	.07669	.25279	.20382	.20017	.259	
12	.24851	.25225	42.654	.08166	.27617	.22222	.22084	.282	
13	.27053	.27230	41.979	.08629	.29939	.24022	.24167	.304	
H E A L I N E D A T A									
POINT NUMBER	X	Y	ANGLE THICKNESS	X1	Y1	X2	Y2	SURFACE COORDINATE DATA	
14	.29255	.29188	41.302	.09058	.32245	.25786	.26366	.325	
15	.31458	.31100	40.627	.09450	.34534	.27514	.28381	.346	
16	.33660	.32967	39.958	.09804	.36808	.29210	.30512	.367	
17	.35862	.34791	39.302	.10120	.39048	.30876	.32657	.387	
18	.38065	.36573	38.644	.10397	.41313	.32514	.34817	.406	
19	.40267	.38316	38.050	.10634	.43544	.34129	.36990	.425	
20	.42470	.40022	37.465	.10829	.45743	.35724	.39176	.443	
21	.44672	.41693	36.909	.10983	.47970	.37302	.41374	.460	
22	.46874	.43331	36.377	.11093	.50164	.38845	.43585	.477	
23	.49077	.44938	35.848	.11159	.52346	.40416	.45807	.494	
24	.51279	.46516	35.378	.11181	.54516	.41958	.48042	.510	
25	.53481	.48066	34.904	.11157	.56673	.43491	.50289	.526	
26	.55684	.49590	34.441	.11088	.58819	.45017	.52548	.541	
RESULTS OUT 6-25-95 10:23a									

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45	90	46	85	1	6
9.7302-1.08792-42.645	.02442	.98130-1.07893	.96475-1.096		
9.9497-1.10805-42.414	.01492	1.00000-1.10254	.98994-1.113		
NORMALISED PLOT OF SECTION NUMBER					
DIMENSIONAL RESULTS - ALL RESULTS REFER TO A BLADE OF SPECIFIED CHORD					
BLADE CHORD = 3.70605E+00					
L.E. RADIUS = 1.85302E-02 CENTERED AT X = -1.2087E+00 Y = 1.4829E+00					
SECTION AREA = 7.84350E-01					
SECOND MOMENTS OF AREA ABOUT CENTROID					
IX = 3.22379E-01					
IY = 2.65090E-01					
IYI = -2.87610E-01					
PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID					
IPX = 5.82767E-01 (AT 42.156 WITH (X) AXIS)					
IPY = 4.70160E-03 (AT 42.156 WITH (Y) AXIS)					
PT NO	SURFACE-----ONE		SURFACE-----TWO		
	X	Y	X	Y	
1	-1.1942E+00	1.4934E+00	-1.2240E+00	1.4724E+00	
2	-1.1310E+00	1.4198E+00	-1.1773E+00	1.3877E+00	
3	-1.0688E+00	1.3472E+00	-1.1305E+00	1.3040E+00	
4	-1.0065E+00	1.2757E+00	-1.0834E+00	1.2212E+00	
5	-9.4505E-01	1.2051E+00	-1.0340E+00	1.1394E+00	
6	-8.8334E-01	1.1354E+00	-9.8864E-01	1.0587E+00	
7	-8.2246E-01	1.0649E+00	-9.4082E-01	9.7917E-01	
8	-7.6146E-01	9.9917E-01	-8.9264E-01	9.0063E-01	
9	-7.0093E-01	9.3239E-01	-8.4154E-01	8.2327E-01	
10	-6.4075E-01	8.6454E-01	-7.9272E-01	7.4705E-01	
11	-5.8101E-01	8.0116E-01	-7.4599E-01	6.7203E-01	
12	-5.2167E-01	7.3764E-01	-6.9429E-01	5.9830E-01	
13	-4.6243E-01	6.7457E-01	-6.4610E-01	5.2582E-01	
14	-4.0424E-01	6.1211E-01	-5.9963E-01	4.5463E-01	
15	-3.4612E-01	5.5011E-01	-5.5377E-01	3.8415E-01	
16	-2.8807E-01	4.8864E-01	-5.0971E-01	3.1415E-01	
17	-2.3009E-01	4.2774E-01	-4.6744E-01	2.4484E-01	
18	-1.7224E-01	3.6743E-01	-4.2681E-01	1.7645E-01	
19	-1.1449E-01	3.0775E-01	-3.8781E-01	1.0894E-01	
20	-6.6790E-02	2.4870E-01	-3.5031E-01	5.4472E-02	
21	-4.5746E-02	1.9562E-01	-3.1431E-01	7.2820E-02	
22	-4.8765E-02	1.3774E-01	-2.8013E-01	9.2571E-02	
23	-1.0358E-01	8.0105E-02	-2.4794E-01	1.2953E-01	
24	1.5799E-01	2.2527E-02	-2.1642E-01	1.8881E-01	
25	2.1587E-01	-3.5001E-02	-1.8411E-01	2.4711E-01	
26	2.6557E-01	-9.2524E-02	-1.5193E-01	3.0594E-01	
27	3.1751E-01	-1.5007E-01	-1.2076E-01	3.6982E-01	
28	3.7143E-01	-2.0764E-01	-9.9436E-02	4.3461E-01	
29	4.2630E-01	-2.6517E-01	-7.7193E-02	5.0042E-01	
30	4.7574E-01	-3.2304E-01	-5.4942E-02	5.6742E-01	
31	5.2782E-01	-3.8084E-01	-3.2843E-01	6.3535E-01	
32	5.7843E-01	-4.3873E-01	-2.8443E-01	7.0375E-01	
33	6.2719E-01	-4.9671E-01	-2.4073E-01	7.7245E-01	
34	6.7461E-01	-5.5478E-01	-1.9711E-01	8.4145E-01	
35	7.2081E-01	-6.1294E-01	-1.5344E-01	9.1095E-01	
PT NO	SURFACE-----ONE		SURFACE-----TWO		
	X	Y	X	Y	
36	7.7923E-01	-6.7118E-01	-1.1018E-01	-8.3318E-01	
37	8.2848E-01	-7.2950E-01	-6.7958E-01	-8.8181E-01	
38	8.7797E-01	-7.8787E-01	-6.3791E-01	-9.2677E-01	
39	9.2545E-01	-8.4630E-01	-5.9619E-01	-9.7267E-01	
40	9.7419E-01	-9.0478E-01	-5.5449E-01	-1.0230E+00	
41	1.0221E+00	-9.6329E-01	-5.1281E-01	-1.0685E+00	
42	1.0697E+00	-1.0218E+00	-4.7105E-01	-1.1131E+00	
43	1.1170E+00	-1.0802E+00	-4.3035E-01	-1.1570E+00	
44	1.1640E+00	-1.1390E+00	-3.8968E-01	-1.2007E+00	
45	1.2107E+00	-1.1974E+00	-3.4908E-01	-1.2442E+00	
46	1.2572E+00	-1.2562E+00	-3.0854E-01	-1.2876E+00	
POINTS DESCRIBING LEADING EDGE RADIUS					
POINT NO.	X	Y			
1	-1.2240E+00	1.4724E+00			
2	-1.2250E+00	1.4741E+00			
3	-1.2258E+00	1.4758E+00			

31	6.12468	-1.25032	1.47197	STREAMSURFACE	7	ITERATION 1	DEVIATION = 3.647	SOLIDITY = 1.58318	ITERATION 2	DEVIATION = 3.715	SOLIDITY = 1.45777	ITERATION 3	DEVIATION = 3.715	SOLIDITY = 1.45777
POINT	FRAC.	M	Y	Y-D (DEG)	Y-D	R	OF CURV							
1	.00000	-58.02584	.48089	9.8908										
2	.02222	-.03543	-.57.78089	-.68249	9.6480									
3	.04444	-.07052	-.57.53139	-.68727	9.4047									
4	.06667	-.10528	-.57.27407	-.69523	9.1046									
5	.08889	-.13949	-.57.01355	-.70438	8.7722									
6	.11111	-.17375	-.56.74239	-.72072	8.4126									
7	.13333	-.20745	-.56.46107	-.73824	8.0315									
8	.15556	-.24080	-.56.16797	-.75895	7.6345									
9	.17778	-.27376	-.55.86139	-.78285	7.2273									
10	.20000	-.30634	-.55.53951	-.80993	6.8151									
11	.22222	-.33852	-.55.20121	-.83989	6.4518									
12	.24444	-.37029	-.54.84919	-.87288	6.1046									
13	.26667	-.40164	-.54.48743	-.90810	5.7800									
14	.28889	-.43258	-.54.11523	-.94549	5.4764									
15	.31111	-.46308	-.53.75221	-.98402	5.1904									
16	.33333	-.49319	-.53.39833	-.1.75612	5.9290									
17	.35556	-.52291	-.53.05386	-.75545	6.0858									
18	.37778	-.55225	-.52.69442	-.70560	6.3642									
19	.40000	-.58125	-.52.37588	-.64498	6.8146									
20	.42222	-.60992	-.52.08326	-.58117	7.4147									
21	.44444	-.63831	-.51.81649	-.52281	8.0967									
22	.46667	-.66644	-.51.57390	-.46989	8.8648									
23	.48889	-.69434	-.51.35364	-.42242	9.7193									
24	.51111	-.72203	-.51.15366	-.38040	10.6529									
25	.53333	-.74954	-.50.97179	-.34383	11.6478									
26	.55556	-.77687	-.50.80569	-.31271	12.6707									
27	.57778	-.80405	-.50.65294	-.28704	13.6694									
28	.60000	-.83108	-.50.51101	-.26662	14.5730									
29	.62222	-.85797	-.50.37922	-.25118	15.3800									
30	.64444	-.88467	-.50.25728	-.23984	16.1423									
31	.66667	-.91143	-.50.13778	-.23084	16.8588									
32	.68889	-.93797	-.50.02008	-.22414	17.5299									
33	.71111	-.96441	-.49.89929	-.22768	18.1623									
34	.73333	-.99073	-.49.76952	-.23293	18.7573									
35	.75556	-.1.01695	-.49.64678	-.23935	19.3143									
36	.77778	-.1.04304	-.49.51910	-.24382	19.9903									
37	.80000	-.1.06902	-.49.39443	-.25736	20.6851									
38	.82222	-.1.09486	-.49.27116	-.27185	21.3184									
39	.84444	-.1.12058	-.49.08961	-.28444	21.9255									
40	.86667	-.1.14615	-.48.83058	-.29572	22.5091									
41	.88889	-.1.17158	-.48.76486	-.30510	23.0610									
42	.91111	-.1.19486	-.48.59320	-.31277	23.5874									
43	.93333	-.1.22198	-.48.41673	-.31874	24.0738									
44	.95556	-.1.24694	-.48.23605	-.32300	24.5214									
45	.97778	-.1.27175	-.48.05214	-.32556	24.9338									
46	1.00000	-.1.29639	-.47.86592	-.32641	25.3146									
DATA POINTS														
POINT	FRAC.	M	Y	Y-D (DEG)										
1	.00000	-58.02584	.48089	9.8908										
2	.20093	-55.52562												
3	.40088	-52.34377												
4	.60033	-50.50882												
5	.79993	-49.38488												
6	1.00000	-47.86592												
STREAMSURFACE CIRCUMETRY ON STREAMLINE NUMBER 7														
BETA1 = -58.026 (BLADE INLET ANGLE)														
BETA2 = -47.866 (BLADE OUTLET ANGLE)														
Y2R0 = .00500 (BLADE LEADING EDGE RADIUS AS A FRACTION OF CHORD)														
T = .07970 (BLADE THINNESS AS A FRACTION OF CHORD)														
YONE = .00500 (BLADE THINNESS AS A FRACTION OF CHORD)														
Z = .00500 (BLADE THINNESS AS A FRACTION OF CHORD)														
CORD = 2.3599 (CONVENTIONAL CHORD OF SECTION)														
NORMALIZED RESULTS - ALL THE FOLLOWING REFER TO A BLADE HAVING A MERIDIONAL CHORD PROJECTION OF UNITY														
BLADE CHORD														
STAGGER ANGLE														
CAMBER ANGLE														
BLADE CHORD														
STAGGER ANGLE														
CAMBER ANGLE														

DATE	TIME	TEST	RESULT	STATUS
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POINT	FRAC. H	Y-D (DEG)	DATA POINTS	POINT	FRAC. H	Y-D (DEG)	DATA POINTS
1	.00000	-59.97257	1	7.42234	-1.13098	1.58806	1
2	.00140	-58.40871	2	7.42292	-1.13186	1.58975	2
3	.00143	-58.73229	3	7.42247	-1.13256	1.59152	3
4	.00143	-58.73229	4	7.42203	-1.13304	1.59336	4
5	.00143	-58.73229	5	7.42160	-1.13347	1.59523	5
6	.00143	-58.73229	6	7.42118	-1.13387	1.59714	6
7	.00143	-58.73229	7	7.42078	-1.13427	1.59904	7
8	.00143	-58.73229	8	7.42040	-1.13467	1.60092	8
9	.00143	-58.73229	9	7.42005	-1.13507	1.60277	9
10	.00143	-58.73229	10	7.41973	-1.13547	1.60462	10
11	.00143	-58.73229	11	7.41941	-1.13587	1.60646	11
12	.00143	-58.73229	12	7.41910	-1.13627	1.60830	12
13	.00143	-58.73229	13	7.41878	-1.13667	1.61014	13
14	.00143	-58.73229	14	7.41846	-1.13707	1.61198	14
15	.00143	-58.73229	15	7.41815	-1.13747	1.61382	15
16	.00143	-58.73229	16	7.41783	-1.13787	1.61566	16
17	.00143	-58.73229	17	7.41752	-1.13827	1.61750	17
18	.00143	-58.73229	18	7.41720	-1.13867	1.61934	18
19	.00143	-58.73229	19	7.41689	-1.13907	1.62118	19
20	.00143	-58.73229	20	7.41657	-1.13947	1.62302	20
21	.00143	-58.73229	21	7.41626	-1.13987	1.62486	21
22	.00143	-58.73229	22	7.41594	-1.14027	1.62670	22
23	.00143	-58.73229	23	7.41563	-1.14067	1.62854	23
24	.00143	-58.73229	24	7.41531	-1.14107	1.63038	24
25	.00143	-58.73229	25	7.41500	-1.14147	1.63222	25
26	.00143	-58.73229	26	7.41468	-1.14187	1.63406	26
27	.00143	-58.73229	27	7.41437	-1.14227	1.63590	27
28	.00143	-58.73229	28	7.41405	-1.14267	1.63774	28
29	.00143	-58.73229	29	7.41374	-1.14307	1.63958	29
30	.00143	-58.73229	30	7.41342	-1.14347	1.64142	30
31	.00143	-58.73229	31	7.41311	-1.14387	1.64326	31
32	.00143	-58.73229	32	7.41279	-1.14427	1.64510	32
33	.00143	-58.73229	33	7.41248	-1.14467	1.64694	33
34	.00143	-58.73229	34	7.41216	-1.14507	1.64878	34
35	.00143	-58.73229	35	7.41185	-1.14547	1.65062	35
36	.00143	-58.73229	36	7.41153	-1.14587	1.65246	36
37	.00143	-58.73229	37	7.41122	-1.14627	1.65430	37
38	.00143	-58.73229	38	7.41090	-1.14667	1.65614	38
39	.00143	-58.73229	39	7.41059	-1.14707	1.65798	39
40	.00143	-58.73229	40	7.41027	-1.14747	1.65982	40
41	.00143	-58.73229	41	7.40996	-1.14787	1.66166	41
42	.00143	-58.73229	42	7.40964	-1.14827	1.66350	42
43	.00143	-58.73229	43	7.40933	-1.14867	1.66534	43
44	.00143	-58.73229	44	7.40901	-1.14907	1.66718	44
45	.00143	-58.73229	45	7.40870	-1.14947	1.66902	45
46	.00143	-58.73229	46	7.40838	-1.14987	1.67086	46
47	.00143	-58.73229	47	7.40807	-1.15027	1.67270	47
48	.00143	-58.73229	48	7.40775	-1.15067	1.67454	48
49	.00143	-58.73229	49	7.40744	-1.15107	1.67638	49
50	.00143	-58.73229	50	7.40712	-1.15147	1.67822	50
51	.00143	-58.73229	51	7.40681	-1.15187	1.68006	51
52	.00143	-58.73229	52	7.40649	-1.15227	1.68190	52
53	.00143	-58.73229	53	7.40618	-1.15267	1.68374	53
54	.00143	-58.73229	54	7.40586	-1.15307	1.68558	54
55	.00143	-58.73229	55	7.40555	-1.15347	1.68742	55
56	.00143	-58.73229	56	7.40523	-1.15387	1.68926	56
57	.00143	-58.73229	57	7.40492	-1.15427	1.69110	57
58	.00143	-58.73229	58	7.40460	-1.15467	1.69294	58
59	.00143	-58.73229	59	7.40429	-1.15507	1.69478	59
60	.00143	-58.73229	60	7.40397	-1.15547	1.69662	60
61	.00143	-58.73229	61	7.40366	-1.15587	1.69846	61
62	.00143	-58.73229	62	7.40334	-1.15627	1.69930	62
63	.00143	-58.73229	63	7.40303	-1.15667	1.70014	63
64	.00143	-58.73229	64	7.40271	-1.15707	1.70198	64
65	.00143	-58.73229	65	7.40240	-1.15747	1.70382	65
66	.00143	-58.73229	66	7.40208	-1.15787	1.70566	66
67	.00143	-58.73229	67	7.40177	-1.15827	1.70750	67
68	.00143	-58.73229	68	7.40145	-1.15867	1.70934	68
69	.00143	-58.73229	69	7.40114	-1.15907	1.71118	69
70	.00143	-58.73229	70	7.40082	-1.15947	1.71302	70
71	.00143	-58.73229	71	7.40051	-1.15987	1.71486	71
72	.00143	-58.73229	72	7.40019	-1.16027	1.71670	72
73	.00143	-58.73229	73	7.39988	-1.16067	1.71854	73
74	.00143	-58.73229	74	7.39956	-1.16107	1.72038	74
75	.00143	-58.73229	75	7.39925	-1.16147	1.72222	75
76	.00143	-58.73229	76	7.39893	-1.16187	1.72406	76
77	.00143	-58.73229	77	7.39862	-1.16227	1.72590	77
78	.00143	-58.73229	78	7.39830	-1.16267	1.72774	78
79	.00143	-58.73229	79	7.39799	-1.16307	1.72958	79
80	.00143	-58.73229	80	7.39767	-1.16347	1.73142	80
81	.00143	-58.73229	81	7.39736	-1.16387	1.73326	81
82	.00143	-58.73229	82	7.39704	-1.16427	1.73510	82
83	.00143	-58.73229	83	7.39673	-1.16467	1.73694	83
84	.00143	-58.73229	84	7.39641	-1.16507	1.73878	84
85	.00143	-58.73229	85	7.39610	-1.16547	1.74062	85
86	.00143	-58.73229	86	7.39578	-1.16587	1.74246	86
87	.00143	-58.73229	87	7.39547	-1.16627	1.74430	87
88	.00143	-58.73229	88	7.39515	-1.16667	1.74614	88
89	.00143	-58.73229	89	7.39484	-1.16707	1.74798	89
90	.00143	-58.73229	90	7.39452	-1.16747	1.74982	90
91	.00143	-58.73229	91	7.39421	-1.16787	1.75166	91
92	.00143	-58.73229	92	7.39389	-1.16827	1.75350	92
93	.00143	-58.73229	93	7.39358	-1.16867	1.75534	93
94	.00143	-58.73229	94	7.39326	-1.16907	1.75718	94
95	.00143	-58.73229	95	7.39295	-1.16947	1.75902	95
96	.00143	-58.73229	96	7.39263	-1.16987	1.76086	96
97	.00143	-58.73229	97	7.39232	-1.17027	1.76270	97
98	.00143	-58.73229	98	7.39200	-1.17067	1.76454	98
99	.00143	-58.73229	99	7.39169	-1.17107	1.76638	99
100	.00143	-58.73229	100	7.39137	-1.17147	1.76822	100

POINT NUMBER	X	Y	ANGLE THICKNESS	DATA	SURFACE COORDINATE DATA	V1	V2
7	1.4056	-2.4098	-41.323	0.4642	1.6101	-2.2980	1.2010
8	1.6239	-2.8084	-41.238	0.5091	1.8471	-2.6459	1.4008
9	1.8423	-3.2053	-41.134	0.5507	2.0834	-3.0724	1.6011
10	2.0606	-3.6004	-41.005	0.5907	2.3189	-3.4573	1.8023
11	2.2790	-3.9932	-40.850	0.6289	2.5536	-3.8400	2.0043
12	2.4973	-4.3833	-40.671	0.6653	2.7873	-4.2204	2.2073
13	2.7157	-4.7704	-40.473	0.6995	3.0200	-4.5980	2.4113
14	2.9340	-5.1543	-40.261	0.7316	3.2516	-4.9728	2.6164
15	3.1524	-5.5348	-40.039	0.7613	3.4822	-5.3447	2.8226
16	3.3707	-5.9118	-39.813	0.7885	3.7115	-5.7136	3.0299
17	3.5891	-6.2858	-39.588	0.8132	3.9397	-6.0797	3.2384
18	3.8074	-6.6559	-39.369	0.8352	4.1667	-6.4431	3.4481
19	4.0258	-7.0231	-39.144	0.8544	4.3926	-6.8041	3.6590
20	4.2441	-7.3878	-38.917	0.8708	4.6172	-7.1631	3.8710
21	4.4625	-7.7492	-38.688	0.8842	4.8407	-7.5204	4.0843
22	4.6808	-8.1080	-38.456	0.8947	5.0629	-7.8742	4.2988
23	4.8992	-8.4644	-38.218	0.9019	5.2838	-8.2309	4.5146
24	5.1175	-8.8221	-37.971	0.9060	5.5033	-8.5884	4.7317
25	5.3359	-9.1761	-37.715	0.9068	5.7215	-8.9377	4.9502
26	5.5542	-9.5258	-37.450	0.9041	5.9383	-9.2901	5.1702
27	5.7726	-9.8719	-37.175	0.8982	6.1537	-9.6419	5.3915
28	5.9909	-1.0221	-36.891	0.8889	6.3677	-9.9933	5.6122
29	6.2093	-1.0573	-36.597	0.8763	6.5803	-1.0342	5.8333
30	6.4276	-1.0924	-36.294	0.8604	6.7915	-1.0694	6.0538
31	6.6460	-1.1266	-35.982	0.8413	7.0014	-1.1045	6.2746
32	6.8643	-1.1613	-35.661	0.8190	7.2099	-1.1390	6.4958
33	7.0827	-1.1954	-35.331	0.7936	7.4171	-1.1742	6.7183
34	7.3010	-1.2297	-35.000	0.7650	7.6220	-1.2091	6.9419
35	7.5194	-1.2637	-34.669	0.7333	7.8267	-1.2438	7.1652
36	7.7377	-1.2975	-34.338	0.6985	8.0310	-1.2785	7.3885
37	7.9561	-1.3312	-34.007	0.6607	8.2350	-1.3131	7.6118
38	8.1744	-1.3649	-33.676	0.6199	8.4389	-1.3477	7.8350
39	8.3928	-1.3980	-33.345	0.5762	8.6436	-1.3821	8.0581
40	8.6111	-1.4313	-33.014	0.5295	8.8480	-1.4164	8.2812
41	8.8295	-1.4646	-32.683	0.4800	9.0529	-1.4507	8.5043
42	9.0479	-1.4982	-32.352	0.4277	9.2586	-1.4849	8.7274
43	9.2662	-1.5319	-32.021	0.3726	9.4640	-1.5190	8.9505
44	9.4846	-1.5656	-31.690	0.3147	9.6691	-1.5529	9.1736
45	9.7029	-1.5992	-31.359	0.2542	9.8739	-1.5867	9.3967
46	9.9213	-1.6328	-31.028	0.1909	1.0000	-1.6204	9.6198

NORMALISED PLOT OF SECTION NUMBER

ANGLE OF INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS = 26.526									
PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID									
IX = .01885 IY = .00558 IXY = -.01024									
IPX = .02442 (AT 26.526 WITH (X) AXIS) IPY = .00002 (AT 26.526 WITH (Y) AXIS)									
POINT NUMBER	X	Y	ANGLE THICKNESS	X1	Y1	X2	Y2	SURFACE COORDINATE DATA	
1	.01030	.00000	-43.115	.02059	.01948	.00466	.00111	.004	
2	.03210	-.04306	-43.184	.02289	.04231	-.03790	.02188	.048	
3	.05389	-.08625	-43.249	.02519	.06514	-.08058	.04265	.091	
4	.07569	-.12955	-43.306	.02747	.08797	-.12338	.06342	.135	
5	.09749	-.17295	-43.353	.02974	.11078	-.16628	.08420	.179	
6	.11929	-.21643	-43.386	.03197	.13358	-.20927	.10500	.223	
7	.14109	-.25995	-43.401	.03416	.15636	-.25230	.12582	.267	
8	.16289	-.30348	-43.395	.03630	.17912	-.29535	.14666	.311	
9	.18469	-.34698	-43.364	.03857	.20184	-.33857	.16754	.355	
10	.20649	-.39039	-43.305	.04038	.22453	-.38132	.18845	.399	
11	.22829	-.43366	-43.214	.04230	.24717	-.42413	.20941	.443	
12	.25009	-.47673	-43.096	.04413	.26976	-.46675	.23041	.486	
13	.27188	-.51957	-42.954	.04586	.29231	-.50914	.25146	.529	
14	.29368	-.56212	-42.794	.04748	.31480	-.55127	.27257	.572	
15	.31548	-.60437	-42.620	.04899	.33723	-.59311	.29373	.615	
16	.33728	-.64630	-42.438	.05037	.35961	-.63464	.31495	.657	
17	.35908	-.68790	-42.253	.05163	.38193	-.67588	.33624	.699	
18	.38088	-.72918	-42.071	.05275	.40418	-.71683	.35758	.741	
19	.40268	-.77015	-41.897	.05373	.42638	-.75749	.37898	.782	
20	.42448	-.81083	-41.728	.05456	.44851	-.79791	.40045	.823	
21	.44628	-.85125	-41.592	.05525	.47058	-.83811	.42198	.864	
22	.46808	-.89144	-41.458	.05579	.49258	-.87812	.44357	.904	
23	.48988	-.93142	-41.335	.05616	.51451	-.91795	.46524	.944	
24	.51167	-.97120	-41.221	.05637	.53638	-.95763	.48697	.984	
25	.53347	-1.01080	-41.113	.05642	.55817	-.99717	.50877	1.024	
26	.55527	-1.05022	-41.009	.05629	.57989	-1.03658	.53045	1.063	
27	.57707	-1.08948	-40.908	.05599	.60154	-1.07587	.55261	1.103	
28	.59887	-1.12858	-40.807	.05553	.62311	-1.11503	.57463	1.142	
29	.62067	-1.16751	-40.704	.05490	.64461	-1.15408	.59673	1.180	
30	.64247	-1.20628	-40.598	.05410	.66603	-1.19300	.61890	1.219	
31	.66427	-1.24488	-40.489	.05314	.68739	-1.23179	.64115	1.257	
32	.68607	-1.28330	-40.376	.05201	.70867	-1.27045	.66346	1.296	
33	.70787	-1.32155	-40.258	.05073	.72989	-1.30894	.68584	1.334	
34	.72966	-1.35961	-40.135	.04929	.75104	-1.34753	.70829	1.371	
35	.75146	-1.39747	-40.007	.04770	.77212	-1.38555	.73081	1.409	
36	.77326	-1.43511	-39.874	.04596	.79319	-1.42329	.75333	1.447	
37	.79506	-1.47264	-39.736	.04407	.81426	-1.46074	.77585	1.485	
38	.81686	-1.51006	-39.593	.04203	.83533	-1.49790	.79837	1.523	
39	.83866	-1.54737	-39.445	.03984	.85640	-1.53477	.82089	1.561	
40	.86046	-1.58458	-39.293	.03750	.87747	-1.57144	.84341	1.599	
41	.88226	-1.62169	-39.137	.03501	.89854	-1.60791	.86593	1.637	
42	.90406	-1.65870	-38.977	.03237	.91961	-1.64418	.88845	1.675	
43	.92586	-1.69561	-38.813	.02959	.94068	-1.68025	.91097	1.713	
44	.94766	-1.73242	-38.645	.02666	.96175	-1.71612	.93349	1.751	
45	.96946	-1.76913	-38.473	.02359	.98282	-1.75180	.95601	1.789	
46	.99126	-1.80574	-38.297	.02037	.10000	-1.83333	.97853	1.827	
47	.01307	-1.84235	-38.118	.01700	.01307	-1.83333	.97853	1.865	
48	.03487	-1.87896	-37.936	.01349	.03487	-1.83333	.97853	1.903	
49	.05667	-1.91557	-37.751	.00984	.05667	-1.83333	.97853	1.941	
50	.07847	-1.95218	-37.563	.00604	.07847	-1.83333	.97853	1.979	
51	.10027	-1.98879	-37.372	.00209	.10027	-1.83333	.97853	2.017	
52	.12207	-2.02540	-37.178	.00000	.12207	-1.83333	.97853	2.055	
53	.14387	-2.06201	-36.981	.00000	.14387	-1.83333	.97853	2.093	
54	.16567	-2.09862	-36.782	.00000	.16567	-1.83333	.97853	2.131	
55	.18747	-2.13523	-36.581	.00000	.18747	-1.83333	.97853	2.169	
56	.20927	-2.17184	-36.378	.00000	.20927	-1.83333	.97853	2.207	
57	.23107	-2.20845	-36.173	.00000	.23107	-1.83333	.97853	2.245	
58	.25287	-2.24506	-35.966	.00000	.25287	-1.83333	.97853	2.283	
59	.27467	-2.28167	-35.757	.00000	.27467	-1.83333	.97853	2.321	
60	.29647	-2.31828	-35.546	.00000	.29647	-1.83333	.97853	2.359	
61	.31827	-2.35489	-35.333	.00000	.31827	-1.83333	.97853	2.397	
62	.34007	-2.39150	-35.118	.00000	.34007	-1.83333	.97853	2.435	
63	.36187	-2.42811	-34.901	.00000	.36187	-1.83333	.97853	2.473	
64	.38367	-2.46472	-34.682	.00000	.38367	-1.83333	.97853	2.511	
65	.40547	-2.50133	-34.461	.00000	.40547	-1.83333	.97853	2.549	
66	.42727	-2.53794	-34.238	.00000	.42727	-1.83333	.97853	2.587	
67	.44907	-2.57455	-34.013	.00000	.44907	-1.83333	.97853	2.625	
68	.47087	-2.61116	-33.786	.00000	.47087	-1.83333	.97853	2.663	
69	.49267	-2.64777	-33.557	.00000	.49267	-1.83333	.97853	2.701	
70	.51447	-2.68438	-33.326	.00000	.51447	-1.83333	.97853	2.739	
71	.53627	-2.72099	-33.093	.00000	.53627	-1.83333	.97853	2.777	
72	.55807	-2.75760	-32.858	.00000	.55807	-1.83333	.97853	2.815	
73	.57987	-2.79421	-32.621	.00000	.57987	-1.83333	.97853	2.853	
74	.60167	-2.83082	-32.382	.00000	.60167	-1.83333	.97853	2.891	
75	.62347	-2.86743	-32.141	.00000	.62347	-1.83333	.97853	2.929	
76	.64527	-2.90404	-31.898	.00000	.64527	-1.83333	.97853	2.967	
77	.66707	-2.94065	-31.653	.00000	.66707	-1.83333	.97853	3.005	
78	.68887	-2.97726	-31.406	.00000	.68887	-1.83333	.97853	3.043	
79	.71067	-3.01387	-31.157	.00000	.71067	-1.83333	.97853	3.081	
80	.73247	-3.05048	-30.906	.00000	.73247	-1.83333	.97853	3.119	
81	.75427	-3.08709	-30.653	.00000	.75427	-1.83333	.97853	3.157	
82	.77607	-3.12370	-30.398	.00000	.77607	-1.83333	.97853	3.195	
83	.79787	-3.16031	-30.141	.00000	.79787	-1.83333	.97853	3.233	
84	.81967	-3.19692	-29.882	.00000	.81967	-1.83333	.97853	3.271	
85	.84147	-3.23353	-29.621	.00000	.84147	-1.83333	.97853	3.309	
86	.86327	-3.27014	-29.358	.00000	.86327	-1.83333	.97853	3.347	
87	.88507	-3.30675	-29.093	.00000	.88507	-1.83333	.97853	3.385	
88	.90687	-3.34336	-28.826	.00000	.90687	-1.83333	.97853	3.423	
89	.92867	-3.38000	-28.557	.00000	.92867	-1.83333	.97853	3.461	
90	.95047	-3.41661	-28.286	.00000	.95047	-1.83333	.97853	3.499	
91	.97227	-3.45322	-28.013	.00000	.97227	-1.83333	.97853	3.537	
92	.99407	-3.48983	-27.738	.00000	.99407	-1.83333	.97853	3.575	
93	.01307	-3.52644	-27.461	.00000	.01307	-1.83333	.97853	3.613	
94	.03487	-3.56305	-27.182	.00000	.03487	-1.83333	.97853	3.651	
95	.05667	-3.59966	-26.901	.00000	.05667	-1.83333	.97853	3.689	
96	.07847	-3.63627	-26.618	.00000	.07847	-1.83333	.97853	3.727	
97	.10027	-3.67288	-26.333	.00000	.10027	-1.83333	.97853	3.765	
98	.12207	-3.70949	-26.046	.00000	.12207	-1.83333	.97853	3.803	
99	.14387	-3.74610	-25						

36	777326-1.43514-59.871	0.4595	79313-1.42361	75339-1.446	
37	79506-1.47259-59.729	0.4005	81408-1.46149	77604-1.483	
38	81486-1.50985-59.578	0.4200	83497-1.49919	79875-1.520	
39	83664-1.54684-59.420	0.3981	85580-1.53671	82152-1.556	
40	86046-1.58561-59.285	0.3747	87686-1.57403	84436-1.593	
41	88226-1.62013-59.084	0.3499	89727-1.61114	86725-1.629	
42	90406-1.65640-59.907	0.3238	91792-1.64804	89019-1.644	
43	92586-1.69242-59.725	0.2963	93852-1.68473	91319-1.700	
44	94766-1.72818-59.539	0.2675	95906-1.72120	93625-1.735	
45	96946-1.76348-59.349	0.2373	97956-1.75745	95935-1.769	
46	99126-1.79891-59.156	0.2059	1.00000-1.79347	98251-1.804	
1	NORMALISED PLOT OF SECTION NUMBER				
1	DIMENSIONAL RESULTS - ALL RESULTS REFER TO A BLADE OF SPECIFIED CHORD				
	BLADE CHORD = 3.41312E+00				
	L.E. RADIUS = 1.70656E-02 CENTERED AT X = -8.0446E-01 Y = 1.5383E+00				
	SECTION AREA = 2.46211E-01				
	SECOND MOMENTS OF AREA ABOUT CENTROID				
	IX = 1.42278E-01				
	IY = 4.21450E-02				
	IXY = -7.72482E-02				
	PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID				
	IPX = 1.84266E-01 (AT 28.526 WITH (X) AXIS)				
	IPY = 1.57438E-01 (AT 28.526 WITH (Y) AXIS)				
PT	SURFACE-----ONE	SURFACE-----TWO			
NO	X	Y	X	Y	
1	-7.89432E-01	1.54601E+00	-8.19631E-01	1.53058E+00	
2	-7.51896E-01	1.47548E+00	-7.81411E-01	1.48334E+00	
3	-7.13741E-01	1.40474E+00	-7.43191E-01	1.38595E+00	
4	-6.75586E-01	1.33400E+00	-7.04971E-01	1.31335E+00	
5	-6.37431E-01	1.26326E+00	-6.66751E-01	1.24070E+00	
6	-5.99276E-01	1.19252E+00	-6.28531E-01	1.16771E+00	
7	-5.61121E-01	1.12178E+00	-5.90311E-01	1.09477E+00	
8	-5.22966E-01	1.05104E+00	-5.52091E-01	1.02183E+00	
9	-4.84811E-01	9.79742E-01	-5.13871E-01	9.48477E-01	
10	-4.46656E-01	9.09380E-01	-4.75651E-01	8.76219E-01	
11	-4.08501E-01	8.39018E-01	-4.37431E-01	8.03958E-01	
12	-3.70346E-01	7.68656E-01	-4.09211E-01	7.31697E-01	
13	-3.32191E-01	6.98294E-01	-3.80991E-01	6.59436E-01	
14	-2.94036E-01	6.27932E-01	-3.52771E-01	5.87175E-01	
15	-2.55881E-01	5.57570E-01	-3.24551E-01	5.14914E-01	
16	-2.17726E-01	4.87208E-01	-2.96331E-01	4.42653E-01	
17	-1.79571E-01	4.16846E-01	-2.68111E-01	3.70392E-01	
18	-1.41416E-01	3.46484E-01	-2.39891E-01	2.98131E-01	
19	-1.03261E-01	2.76122E-01	-2.11671E-01	2.25870E-01	
20	-7.50456E-02	2.05760E-01	-1.83451E-01	1.53609E-01	
21	-4.67651E-02	1.35398E-01	-1.55231E-01	8.13448E-02	
22	-1.84846E-02	6.49766E-02	-1.27011E-01	4.41187E-02	
23	1.03045E-02	1.65444E-02	-9.8789E-02	2.79466E-02	
24	3.85240E-02	4.91122E-02	-6.9469E-02	1.54205E-02	
25	7.67435E-02	1.24440E-01	-4.0149E-02	8.26294E-03	
26	1.14938E-01	2.99718E-02	-1.0829E-02	4.54491E-03	
27	1.53133E-01	5.75496E-03	1.80707E-02	2.44491E-03	
28	1.91328E-01	8.51274E-04	2.68506E-02	1.34491E-03	
29	2.29523E-01	1.12902E-04	3.56815E-02	7.34491E-04	
30	2.67718E-01	1.40520E-05	4.45124E-02	4.24491E-04	
31	3.05913E-01	1.68138E-06	5.33433E-02	2.14491E-04	
32	3.44108E-01	1.95756E-07	6.21742E-02	1.04491E-04	
33	3.82303E-01	2.23374E-08	7.10051E-02	5.34491E-05	
34	4.20498E-01	2.50992E-09	7.98360E-02	2.24491E-05	
35	4.58693E-01	2.78610E-10	8.86669E-02	1.14491E-05	
36	4.96888E-01	3.06228E-11	9.74978E-02	5.34491E-06	
37	5.35083E-01	3.33846E-12	1.06327E-01	2.24491E-06	
38	5.73278E-01	3.61464E-13	1.15176E-01	1.14491E-06	
39	6.11473E-01	3.89082E-14	1.24025E-01	5.34491E-07	
40	6.49668E-01	4.16700E-15	1.32874E-01	2.24491E-07	
41	6.87863E-01	4.44318E-16	1.41723E-01	1.14491E-07	
42	7.26058E-01	4.71936E-17	1.50572E-01	5.34491E-08	
43	7.64253E-01	5.00000E-18	1.59421E-01	2.24491E-08	
44	8.02448E-01	5.28000E-19	1.68270E-01	1.14491E-08	
45	8.40643E-01	5.56000E-20	1.77119E-01	5.34491E-09	
46	8.78838E-01	5.84000E-21	1.85968E-01	2.24491E-09	
47	9.17033E-01	6.12000E-22	1.94817E-01	1.14491E-09	
48	9.55228E-01	6.40000E-23	2.03666E-01	5.34491E-10	
49	9.93423E-01	6.68000E-24	2.12515E-01	2.24491E-10	
50	1.03161E-01	6.96000E-25	2.21364E-01	1.14491E-10	
51	1.06980E-01	7.24000E-26	2.30213E-01	5.34491E-11	
52	1.10799E-01	7.52000E-27	2.39062E-01	2.24491E-11	
53	1.14618E-01	7.80000E-28	2.47911E-01	1.14491E-11	
54	1.18437E-01	8.08000E-29	2.56760E-01	5.34491E-12	
55	1.22256E-01	8.36000E-30	2.65609E-01	2.24491E-12	
56	1.26075E-01	8.64000E-31	2.74458E-01	1.14491E-12	
57	1.29894E-01	8.92000E-32	2.83307E-01	5.34491E-13	
58	1.33713E-01	9.20000E-33	2.92156E-01	2.24491E-13	
59	1.37532E-01	9.48000E-34	3.01005E-01	1.14491E-13	
60	1.41351E-01	9.76000E-35	3.09854E-01	5.34491E-14	
61	1.45170E-01	1.00400E-36	3.18703E-01	2.24491E-14	
62	1.48989E-01	1.03200E-37	3.27552E-01	1.14491E-14	
63	1.52808E-01	1.06000E-38	3.36401E-01	5.34491E-15	
64	1.56627E-01	1.08800E-39	3.45250E-01	2.24491E-15	
65	1.60446E-01	1.11600E-40	3.54099E-01	1.14491E-15	
66	1.64265E-01	1.14400E-41	3.62948E-01	5.34491E-16	
67	1.68084E-01	1.17200E-42	3.71797E-01	2.24491E-16	
68	1.71903E-01	1.20000E-43	3.80646E-01	1.14491E-16	
69	1.75722E-01	1.22800E-44	3.89495E-01	5.34491E-17	
70	1.79541E-01	1.25600E-45	3.98344E-01	2.24491E-17	
71	1.83360E-01	1.28400E-46	4.07193E-01	1.14491E-17	
72	1.87179E-01	1.31200E-47	4.16042E-01	5.34491E-18	
73	1.90998E-01	1.34000E-48	4.24891E-01	2.24491E-18	
74	1.94817E-01	1.36800E-49	4.33740E-01	1.14491E-18	
75	1.98636E-01	1.39600E-50	4.42589E-01	5.34491E-19	
76	2.02455E-01	1.42400E-51	4.51438E-01	2.24491E-19	
77	2.06274E-01	1.45200E-52	4.60287E-01	1.14491E-19	
78	2.10093E-01	1.48000E-53	4.69136E-01	5.34491E-20	
79	2.13912E-01	1.50800E-54	4.77985E-01	2.24491E-20	
80	2.17731E-01	1.53600E-55	4.86834E-01	1.14491E-20	
81	2.21550E-01	1.56400E-56	4.95683E-01	5.34491E-21	
82	2.25369E-01	1.59200E-57	5.04532E-01	2.24491E-21	
83	2.29188E-01	1.62000E-58	5.13381E-01	1.14491E-21	
84	2.33007E-01	1.64800E-59	5.22230E-01	5.34491E-22	
85	2.36826E-01	1.67600E-60	5.31079E-01	2.24491E-22	
86	2.40645E-01	1.70400E-61	5.39928E-01	1.14491E-22	
87	2.44464E-01	1.73200E-62	5.48777E-01	5.34491E-23	
88	2.48283E-01	1.76000E-63	5.57626E-01	2.24491E-23	
89	2.52102E-01	1.78800E-64	5.66475E-01	1.14491E-23	
90	2.55921E-01	1.81600E-65	5.75324E-01	5.34491E-24	
91	2.59740E-01	1.84400E-66	5.84173E-01	2.24491E-24	
92	2.63559E-01	1.87200E-67	5.93022E-01	1.14491E-24	
93	2.67378E-01	1.90000E-68	6.01871E-01	5.34491E-25	
94	2.71197E-01	1.92800E-69	6.10720E-01	2.24491E-25	
95	2.75016E-01	1.95600E-70	6.19569E-01	1.14491E-25	
96	2.78835E-01	1.98400E-71	6.28418E-01	5.34491E-26	
97	2.82654E-01	2.01200E-72	6.37267E-01	2.24491E-26	
98	2.86473E-01	2.04000E-73	6.46116E-01	1.14491E-26	
99	2.90292E-01	2.06800E-74	6.54965E-01	5.34491E-27	
100	2.94111E-01	2.09600E-75	6.63814E-01	2.24491E-27	

DATA POINTS				
POINT	FRAC. N	Y-D (BSE)		
1	0.0000	-63.11479		
2	.20133	-63.30004		
3	.40181	-61.8E369		
4	.60135	-60.80048		
5	.80047	-59.72555		
6	1.00000	-58.15595		

CARTESIAN COORDINATES ON STREAMSURFACE 10						
POINT	Z1	X1	Y1	Z2	X2	Y2
1	8.73260	-89.381	1.55621	8.73405	-92.423	1.52061
2	8.75406	-85.600	1.48705	8.74751	-88.994	1.44985
3	8.77462	-81.819	1.37187	8.76054	-85.004	1.30752
4	8.77146	-78.940	1.22378	8.76467	-81.635	1.13750
5	8.78338	-76.061	1.05378	8.76934	-78.643	1.03550
6	8.79048	-73.182	0.87378	8.77594	-75.219	0.91942
7	8.80541	-67.113	0.61486	8.80044	-71.771	0.71012
8	8.81592	-62.944	0.40620	8.81676	-68.320	0.51920
9	8.82546	-59.183	0.25749	8.82630	-64.863	0.44633
10	8.83485	-55.926	0.16080	8.83525	-61.400	0.39472
11	8.84345	-51.677	0.10324	8.84361	-57.930	0.30267
12	8.85147	-47.936	0.07391	8.85136	-54.562	0.23087
13	8.85889	-44.203	0.05390	8.85852	-50.964	0.16594
14	8.86571	-40.479	0.04074	8.86508	-47.471	0.11586
15	8.87193	-36.764	0.03507	8.87103	-43.967	0.08177
16	8.87756	-33.059	0.03631	8.87633	-40.453	0.06475
17	8.88259	-29.363	0.04803	8.88116	-36.929	0.05782
18	8.88703	-25.678	0.06253	8.88534	-33.395	0.05934
19	8.89189	-22.002	0.08285	8.88895	-29.850	0.06205
20	8.89649	-18.336	0.11588	8.89200	-26.296	0.07308
21	8.89992	-14.681	0.14924	8.89448	-22.730	0.08711
22	8.89911	-11.037	0.18293	8.89411	-19.164	0.10271
23	8.90075	-7.363	0.21690	8.89607	-15.594	0.10933
24	8.90186	-3.691	0.25111	8.89847	-12.024	0.11656
25	8.90251	0.017	0.28547	8.89961	-8.454	0.12431
26	8.90205	0.012	0.31978	8.89884	-4.884	0.13257
27	8.90108	0.006	0.35408	8.89691	-1.314	0.14131
28	8.89960	0.004	0.38838	8.89317	0.257	0.15056
29	8.89761	0.002	0.42268	8.88744	1.827	0.16031
30	8.89511	0.000	0.45698	8.88054	3.397	0.17056
31	8.89209	0.000	0.49128	8.87261	4.967	0.18131
32	8.88856	0.000	0.52558	8.86388	6.537	0.19256
33	8.88452	0.000	0.55988	8.85411	8.107	0.20381
34	8.87997	0.000	0.59418	8.84334	9.677	0.21506
35	8.87492	0.000	0.62848	8.83157	11.247	0.22631
36	8.86936	0.000	0.66278	8.81880	12.817	0.23756
37	8.86336	0.000	0.69708	8.80503	14.387	0.24881
38	8.85680	0.000	0.73138	8.78926	15.957	0.26006
39	8.85080	0.000	0.76568	8.77249	17.527	0.27131
40	8.84436	0.000	0.79998	8.75472	19.097	0.28256
41	8.83746	0.000	0.83428	8.73595	20.667	0.29381
42	8.83000	0.000	0.86858	8.71618	22.237	0.30506
43	8.82204	0.000	0.90288	8.69541	23.807	0.31631
44	8.81358	0.000	0.93718	8.67364	25.377	0.32756
45	8.80462	0.000	0.97148	8.65087	26.947	0.33881
46	8.79516	0.000	1.00578	8.62710	28.517	0.35006

13	B. 73076	-92.05	1.54017	ITERATION 1	DEVIATION = 2.231	SOLIDITY = .9173
14	B. 73080	-92.02	1.54036	ITERATION 2	DEVIATION = 2.275	SOLIDITY = .8880
15	B. 73082	-91.92	1.54042	ITERATION 3	DEVIATION = 2.275	SOLIDITY = .8880
16	B. 73086	-91.82	1.54051			
17	B. 73090	-91.70	1.54058			
18	B. 73092	-91.50	1.54061			
19	B. 73094	-91.30	1.54061			
20	B. 73096	-91.15	1.54061			
21	B. 73098	-90.98	1.54052			
22	B. 73099	-90.82	1.54056			
23	B. 73100	-90.67	1.54056			
24	B. 73101	-90.52	1.54056			
25	B. 73102	-90.38	1.54056			
26	B. 73103	-90.25	1.54056			
27	B. 73104	-90.12	1.54056			
28	B. 73105	-89.99	1.54056			
29	B. 73106	-89.87	1.54056			
30	B. 73107	-89.75	1.54056			
31	B. 73108	-89.63	1.54056			
32	B. 73109	-89.51	1.54056			
33	B. 73110	-89.39	1.54056			
34	B. 73111	-89.27	1.54056			
35	B. 73112	-89.15	1.54056			
36	B. 73113	-89.03	1.54056			
37	B. 73114	-88.91	1.54056			
38	B. 73115	-88.79	1.54056			
39	B. 73116	-88.67	1.54056			
40	B. 73117	-88.55	1.54056			
41	B. 73118	-88.43	1.54056			
42	B. 73119	-88.31	1.54056			
43	B. 73120	-88.19	1.54056			
44	B. 73121	-88.07	1.54056			
45	B. 73122	-87.95	1.54056			
46	B. 73123	-87.83	1.54056			
47	B. 73124	-87.71	1.54056			
48	B. 73125	-87.59	1.54056			
49	B. 73126	-87.47	1.54056			
50	B. 73127	-87.35	1.54056			
51	B. 73128	-87.23	1.54056			
52	B. 73129	-87.11	1.54056			
53	B. 73130	-86.99	1.54056			
54	B. 73131	-86.87	1.54056			
55	B. 73132	-86.75	1.54056			
56	B. 73133	-86.63	1.54056			
57	B. 73134	-86.51	1.54056			
58	B. 73135	-86.39	1.54056			
59	B. 73136	-86.27	1.54056			
60	B. 73137	-86.15	1.54056			
61	B. 73138	-86.03	1.54056			
62	B. 73139	-85.91	1.54056			
63	B. 73140	-85.79	1.54056			
64	B. 73141	-85.67	1.54056			
65	B. 73142	-85.55	1.54056			
66	B. 73143	-85.43	1.54056			
67	B. 73144	-85.31	1.54056			
68	B. 73145	-85.19	1.54056			
69	B. 73146	-85.07	1.54056			
70	B. 73147	-84.95	1.54056			
71	B. 73148	-84.83	1.54056			
72	B. 73149	-84.71	1.54056			
73	B. 73150	-84.59	1.54056			
74	B. 73151	-84.47	1.54056			
75	B. 73152	-84.35	1.54056			
76	B. 73153	-84.23	1.54056			
77	B. 73154	-84.11	1.54056			
78	B. 73155	-83.99	1.54056			
79	B. 73156	-83.87	1.54056			
80	B. 73157	-83.75	1.54056			
81	B. 73158	-83.63	1.54056			
82	B. 73159	-83.51	1.54056			
83	B. 73160	-83.39	1.54056			
84	B. 73161	-83.27	1.54056			
85	B. 73162	-83.15	1.54056			
86	B. 73163	-83.03	1.54056			
87	B. 73164	-82.91	1.54056			
88	B. 73165	-82.79	1.54056			
89	B. 73166	-82.67	1.54056			
90	B. 73167	-82.55	1.54056			
91	B. 73168	-82.43	1.54056			
92	B. 73169	-82.31	1.54056			
93	B. 73170	-82.19	1.54056			
94	B. 73171	-82.07	1.54056			
95	B. 73172	-81.95	1.54056			
96	B. 73173	-81.83	1.54056			
97	B. 73174	-81.71	1.54056			
98	B. 73175	-81.59	1.54056			
99	B. 73176	-81.47	1.54056			
100	B. 73177	-81.35	1.54056			
101	B. 73178	-81.23	1.54056			
102	B. 73179	-81.11	1.54056			
103	B. 73180	-80.99	1.54056			
104	B. 73181	-80.87	1.54056			
105	B. 73182	-80.75	1.54056			
106	B. 73183	-80.63	1.54056			
107	B. 73184	-80.51	1.54056			
108	B. 73185	-80.39	1.54056			
109	B. 73186	-80.27	1.54056			
110	B. 73187	-80.15	1.54056			
111	B. 73188	-80.03	1.54056			
112	B. 73189	-79.91	1.54056			
113	B. 73190	-79.79	1.54056			
114	B. 73191	-79.67	1.54056			
115	B. 73192	-79.55	1.54056			
116	B. 73193	-79.43	1.54056			
117	B. 73194	-79.31	1.54056			
118	B. 73195	-79.19	1.54056			
119	B. 73196	-79.07	1.54056			
120	B. 73197	-78.95	1.54056			
121	B. 73198	-78.83	1.54056			
122	B. 73199	-78.71	1.54056			
123	B. 73200	-78.59	1.54056			
124	B. 73201	-78.47	1.54056			
125	B. 73202	-78.35	1.54056			
126	B. 73203	-78.23	1.54056			
127	B. 73204	-78.11	1.54056			
128	B. 73205	-77.99	1.54056			
129	B. 73206	-77.87	1.54056			
130	B. 73207	-77.75	1.54056			
131	B. 73208	-77.63	1.54056			
132	B. 73209	-77.51	1.54056			
133	B. 73210	-77.39	1.54056			
134	B. 73211	-77.27	1.54056			
135	B. 73212	-77.15	1.54056			
136	B. 73213	-77.03	1.54056			
137	B. 73214	-76.91	1.54056			
138	B. 73215	-76.79	1.54056			
139	B. 73216	-76.67	1.54056			
140	B. 73217	-76.55	1.54056			
141	B. 73218	-76.43	1.54056			
142	B. 73219	-76.31	1.54056			
143	B. 73220	-76.19	1.54056			
144	B. 73221	-76.07	1.54056			
145	B. 73222	-75.95	1.54056			
146	B. 73223	-75.83	1.54056			
147	B. 73224	-75.71	1.54056			
148	B. 73225	-75.59	1.54056			
149	B. 73226	-75.47	1.54056			
150	B. 73227	-75.35	1.54056			
151	B. 73228	-75.23	1.54056			
152	B. 73229	-75.11	1.54056			
153	B. 73230	-74.99	1.54056			
154	B. 73231	-74.87	1.54056			
155	B. 73232	-74.75	1.54056			
156	B. 73233	-74.63	1.54056			
157	B. 73234	-74.51	1.54056			
158	B. 73235	-74.39	1.54056			
159	B. 73236	-74.27	1.54056			
160	B. 73237	-74.15	1.54056			
161	B. 73238	-74.03	1.54056			
162	B. 73239	-73.91	1.54056			
163	B. 73240	-73.79	1.54056			
164	B. 73241	-73.67	1.54056			
165	B. 73242	-73.55	1.54056			
166	B. 73243	-73.43	1.54056			
167	B. 73244	-73.31	1.54056			
168	B. 73245	-73.19	1.54056			
169	B. 73246	-73.07	1.54056			
170	B. 73247	-72.95	1.54056			
171	B. 73248	-72.83	1.54056			
172	B. 73249	-72.71	1.54056			
173	B. 73250	-72.59	1.54056			
174	B. 73251	-72.47	1.54056			
175	B. 73252	-72.35	1.54056			
176	B. 73253	-72.23	1.54056			
177	B. 73254	-72.11	1.54056			
178	B. 73255	-71.99	1.54056			
179	B. 73256	-71.87	1.54056			
180	B. 73257	-71.75	1.54056			
181	B. 73258	-71.63	1.54056			
182	B. 73259	-71.51	1.54056			
183	B. 73260	-71.39	1.54056			
184	B. 73261	-71.27	1.54056			
185	B. 73262	-71.15	1.54056			
186	B. 73263	-71.03	1.54056			
187	B. 73264	-70.91	1.54056			
188	B. 73265	-70.79	1.54056			
189	B. 73266	-70.67	1.54056			
190	B. 73267	-70.55	1.54056			
191	B. 73268	-70.43	1.54056			
192	B. 73269	-70.31	1.54056			
193	B. 73270	-70.19	1.54056			
194	B. 73271	-70.07	1.54056			
195	B. 73272	-69.95	1.54056			
196	B. 73273	-69.83	1.54056			
197	B. 73274	-69.71	1.54056			
198	B. 73275	-69.59	1.54056			
199	B. 73276	-69.47	1.54056			
200	B. 73277	-69.35	1.54056			
201	B. 73278	-69.23	1.54056			
202	B. 73279	-69.11	1.54056			
203	B. 73280	-68.99	1.54056			
204	B. 73281	-68.87	1.54056			
205	B. 73282	-68.75	1.54056			
206	B. 73283	-68.63	1.54056			
207	B. 73284	-68.51	1.54056			
208	B. 73285	-68.39	1.54056			
209	B. 73286	-68.27	1.54056			
210	B. 73287	-68.15	1.54056			
211	B. 73288	-68.03	1.54056			
212	B. 73289	-67.91	1.54056			
213	B. 73290	-67.79	1.54056			
214	B. 73291	-67.67	1.54056			
215	B. 73292	-67.55	1.54056			
216	B. 73293	-67.43	1.54056			
217	B. 73294	-67.31	1.54056			
218	B. 73295	-67.19	1.54056			
219						

POINT NO.	X	Y	Y-D (DEG)	Y-ID	R OF CURV
1	-6.8401BE-01	1.40013E+00			
2	-6.84623E-01	1.40012E+00			
3	-6.87069E-01	1.40316E+00			
4	-6.87351E-01	1.40974E+00			
5	-6.87467E-01	1.40638E+00			
6	-6.87194E-01	1.40926E+00			
7	-6.84093E-01	1.41105E+00			
8	-6.84236E-01	1.41261E+00			
9	-6.85562E-01	1.41405E+00			
10	-6.84714E-01	1.41542E+00			
11	-6.83728E-01	1.41669E+00			
12	-6.82615E-01	1.41784E+00			
13	-6.81387E-01	1.41888E+00			
14	-6.80057E-01	1.41978E+00			
15	-6.78640E-01	1.42054E+00			
16	-6.77152E-01	1.42114E+00			
17	-6.75610E-01	1.42159E+00			
18	-6.74028E-01	1.42187E+00			
19	-6.72428E-01	1.42199E+00			
20	-6.70821E-01	1.42193E+00			
21	-6.69230E-01	1.42171E+00			
22	-6.67671E-01	1.42135E+00			
23	-6.66116E-01	1.42088E+00			
24	-6.64515E-01	1.42030E+00			
25	-6.62913E-01	1.41972E+00			
26	-6.61351E-01	1.41923E+00			
27	-6.60283E-01	1.41875E+00			
28	-6.60924E-01	1.41713E+00			
29	-6.59890E-01	1.41591E+00			
30	-6.58989E-01	1.41458E+00			
31	-6.58232E-01	1.41316E+00			
LEADING EDGE ANIMAL DIFFERENCE = -1.125 NEW DELTA =					
LEADING EDGE ANIMAL DIFFERENCE = -1.125 NEW DELTA =					
POINT	FRAC. H	Y	Y-D (DEG)	Y-ID	R OF CURV
1	0.0000	0.0000	-44.8753	-5962	-21.9342
2	0.0222	-0.0753	-45.0100	-5836	-22.4595
3	0.0444	-0.1535	-45.1397	-5746	-23.1271
4	0.0667	-0.2345	-45.2587	-5632	-23.7501
5	0.0889	-0.3179	-45.3682	-5494	-24.3242
6	0.1111	-0.4036	-45.4682	-5336	-24.8542
7	0.1333	-0.4916	-45.5587	-5159	-25.3442
8	0.1556	-0.5816	-45.6400	-4964	-25.7942
9	0.1778	-0.6737	-45.7116	-4751	-26.2042
10	0.2000	-0.7677	-45.7744	-4519	-26.5742
11	0.2222	-0.8633	-45.8287	-4269	-26.9042
12	0.2444	-0.9600	-45.8820	-4000	-27.2242
13	0.2667	-1.0577	-45.9353	-3711	-27.5342
14	0.2889	-1.1564	-45.9886	-3400	-27.8342
15	0.3111	-1.2561	-46.0419	-3067	-28.1242
16	0.3333	-1.3568	-46.0952	-2711	-28.4042
17	0.3556	-1.4585	-46.1485	-2333	-28.6742
18	0.3778	-1.5612	-46.2018	-1933	-28.9342
19	0.4000	-1.6649	-46.2551	-1511	-29.1842
20	0.4222	-1.7696	-46.3084	-1067	-29.4242
21	0.4444	-1.8753	-46.3617	-6000	-29.6542
22	0.4667	-1.9820	-46.4150	-1111	-29.8742
23	0.4889	-2.0897	-46.4683	-1400	-30.0842
24	0.5111	-2.1984	-46.5216	-1567	-30.2842
25	0.5333	-2.3081	-46.5749	-1711	-30.4742
26	0.5556	-2.4188	-46.6282	-1833	-30.6542
27	0.5778	-2.5305	-46.6815	-1933	-30.8242
28	0.6000	-2.6432	-46.7348	-2011	-30.9842
29	0.6222	-2.7569	-46.7881	-2067	-31.1342
30	0.6444	-2.8716	-46.8414	-2111	-31.2742
31	0.6667	-2.9873	-46.8947	-2140	-31.4042
32	0.6889	-3.1040	-46.9480	-2156	-31.5242
33	0.7111	-3.2217	-47.0013	-2161	-31.6342
34	0.7333	-3.3404	-47.0546	-2156	-31.7342
35	0.7556	-3.4601	-47.1079	-2140	-31.8242
36	0.7778	-3.5808	-47.1612	-2111	-31.9042
37	0.8000	-3.7025	-47.2145	-2067	-31.9742
38	0.8222	-3.8252	-47.2678	-2011	-32.0342
39	0.8444	-3.9489	-47.3211	-1933	-32.0842
40	0.8667	-4.0736	-47.3744	-1833	-32.1242
41	0.8889	-4.1993	-47.4277	-1711	-32.1542
42	0.9111	-4.3260	-47.4810	-1567	-32.1742
43	0.9333	-4.4537	-47.5343	-1400	-32.1842
44	0.9556	-4.5824	-47.5876	-1211	-32.1842
45	0.9778	-4.7121	-47.6409	-1000	-32.1742
46	1.0000	-4.8428	-47.6942	-767	-32.1542

POINT NO.	X	Y	Y-D (DEG)	Y-ID	R OF CURV
1	-6.8401BE-01	1.40013E+00			
2	-6.84623E-01	1.40012E+00			
3	-6.87069E-01	1.40316E+00			
4	-6.87351E-01	1.40974E+00			
5	-6.87467E-01	1.40638E+00			
6	-6.87194E-01	1.40926E+00			
7	-6.84093E-01	1.41105E+00			
8	-6.84236E-01	1.41261E+00			
9	-6.85562E-01	1.41405E+00			
10	-6.84714E-01	1.41542E+00			
11	-6.83728E-01	1.41669E+00			
12	-6.82615E-01	1.41784E+00			
13	-6.81387E-01	1.41888E+00			
14	-6.80057E-01	1.41978E+00			
15	-6.78640E-01	1.42054E+00			
16	-6.77152E-01	1.42114E+00			
17	-6.75610E-01	1.42159E+00			
18	-6.74028E-01	1.42187E+00			
19	-6.72428E-01	1.42199E+00			
20	-6.70821E-01	1.42193E+00			
21	-6.69230E-01	1.42171E+00			
22	-6.67671E-01	1.42135E+00			
23	-6.66116E-01	1.42088E+00			
24	-6.64515E-01	1.42030E+00			
25	-6.62913E-01	1.41972E+00			
26	-6.61351E-01	1.41923E+00			
27	-6.60283E-01	1.41875E+00			
28	-6.60924E-01	1.41713E+00			
29	-6.59890E-01	1.41591E+00			
30	-6.58989E-01	1.41458E+00			
31	-6.58232E-01	1.41316E+00			
LEADING EDGE ANIMAL DIFFERENCE = -1.125 NEW DELTA =					
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POINT	FRAC. H	Y	Y-D (DEG)	Y-ID	R OF CURV
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2	0.0222	-0.0753	-45.0100	-5836	-22.4595
3	0.0444	-0.1535	-45.1397	-5746	-23.1271
4	0.0667	-0.2345	-45.2587	-5632	-23.7501
5	0.0889	-0.3179	-45.3682	-5494	-24.3242
6	0.1111	-0.4036	-45.4682	-5336	-24.8542
7	0.1333	-0.4916	-45.5587	-5159	-25.3442
8	0.1556	-0.5816	-45.6400	-4964	-25.7942
9	0.1778	-0.6737	-45.7116	-4751	-26.2042
10	0.2000	-0.7677	-45.7744	-4519	-26.5742
11	0.2222	-0.8633	-45.8287	-4269	-26.9042
12	0.2444	-0.9600	-45.8820	-4000	-27.2242
13	0.2667	-1.0577	-45.9353	-3711	-27.5342
14	0.2889	-1.1564	-45.9886	-3400	-27.8342
15	0.3111	-1.2561	-46.0419	-3067	-28.1242
16	0.3333	-1.3568	-46.0952	-2711	-28.4042
17	0.3556	-1.4585	-46.1485	-2333	-28.6742
18	0.3778	-1.5612	-46.2018	-1933	-28.9342
19	0.4000	-1.6649	-46.2551	-1511	-29.1842
20	0.4222	-1.7696	-46.3084	-1067	-29.4242
21	0.4444	-1.8753	-46.3617	-6000	-29.6542
22	0.4667	-1.9820	-46.4150	-1111	-29.8742
23	0.4889	-2.0897	-46.4683	-1400	-29.9842
24	0.5111	-2.1984	-46.5216	-1567	-30.0842
25	0.5333	-2.3081	-46.5749	-1711	-30.1842
26	0.5556	-2.4188	-46.6282	-1833	-30.2842
27	0.5778	-2.5305	-46.6815	-1933	-30.3842
28	0.6000	-2.6432	-46.7348	-2011	-30.4842
29	0.6222	-2.7569	-46.7881	-2067	-30.5842
30	0.6444	-2.8716	-46.8414	-2111	-30.6842
31	0.6667	-2.9873	-46.8947	-2140	-30.7842
32	0.6889	-3.1040	-46.9480	-2156	-30.8842
33	0.7111	-3.2217	-47.0013	-2161	-30.9842
34	0.7333	-3.3404	-47.0546	-2156	-31.0842
35	0.7556	-3.4601	-47.1079	-2140	-31.1842
36	0.7778	-3.5808	-47.1612	-2111	-31.2842
37	0.8000	-3.7025	-47.2145	-2067	-31.3842
38	0.8222	-3.8252	-47.2678	-2011	-31.4842
39	0.8444	-3.9489	-47.3211	-1933	-31.5842
40	0.8667	-4.0736	-47.3744	-1833	-31.6842
41	0.8889	-4.1993	-47.4277	-1711	-31.7842
42	0.9111	-4.3260	-47.4810	-1567	-31.8842
43	0.9333	-4.4537	-47.5343	-1400	-31.9842
44	0.9556	-4.5824	-47.5876	-1211	-32.0842
45	0.9778	-4.7121	-47.6409	-1000	-32.1842
46	1.0000	-4.8428	-47.6942	-767	-32.2842

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6	-6.87194E-01	1.40926E+00			
7	-6.84093E-01	1.41105E+00			
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9	-6.85562E-01	1.41405E+00			
10	-6.84714E-01	1.41542E+00			
11	-6.83728E-01	1.41669E+00			
12	-6.82615E-01	1.41784E+00			
13	-6.81387E-01	1.41888E+00			
14	-6.80057E-01	1.41978E+00			
15	-6.78640E-01	1.42054E+00			
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23	-6.66116E-01	1.42088E+00			
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27	-6.60283E-01	1.41875E+00			
28	-6.60924E-01	1.41713E+00			
29	-6.59890E-01	1.41591E+00			
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31	-6.58232E-01	1.41316E+00			
LEADING EDGE ANIMAL DIFFERENCE = -1.125 NEW DELTA =					
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POINT	FRAC. H	Y	Y-D (DEG)	Y-ID	R OF CURV
1	0.0000	0.0000	-44.8753	-5962	-21.9342
2	0.0222	-0.0753	-45.0100	-5836	-22.4595
3	0.0444	-0.1535	-45.1397	-5746	-2

APPENDIX B

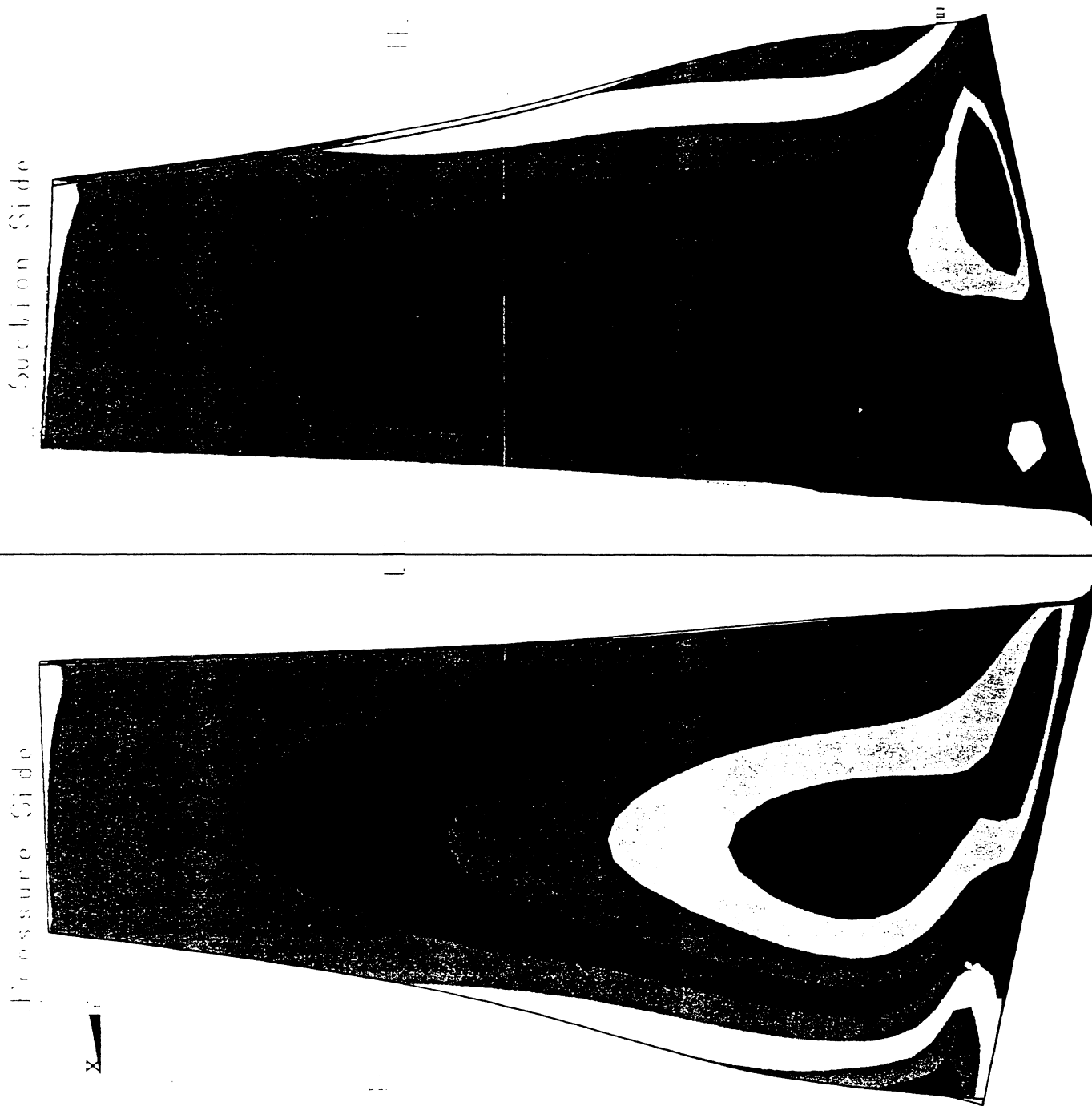
FAN ROTOR BLADE STRESS/VIBRATION SOLID MODEL

ANSYS OUTPUT GRAPHICS

STEADY STATE
RADIAL STRESS DISTRIBUTION
(a) 12,000 RPM

SIGMAX = 16,600 PSI
(a) 9,000 RPM MECHANICAL
DESIGN SPEED FOR
C1-011

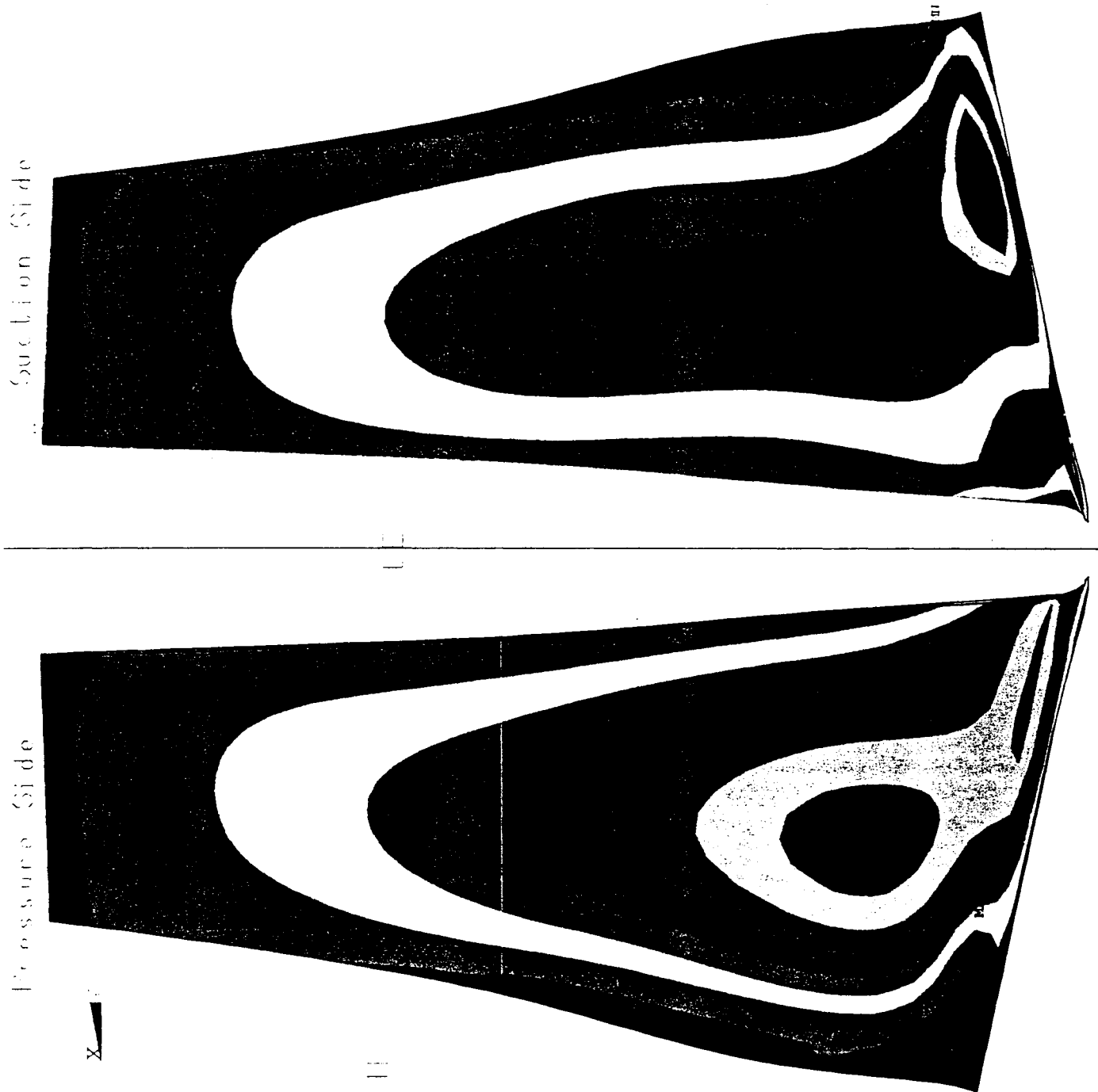
SMN = -14275
SMX = 29548
-14275
-9406
-4537
332.468
5202
10071
14940
19810
24679
29548



API Fan1 12000rpm 1psiP.S. StressStiffn Static Stress



STEADY STATE
PRINCIPAL STRESS
DISTRIBUTION
@ 12,000 RPM
SIMILAR TO RADIAL



SMN = -2655
SMX = 30264
-2655
1003
4660
8318
11975
15633
19291
22948
26606
30264



API Fan1 12000rpm 1psiP.S. StressStiffn Static Stress

Pressure Side Suction Side



TANGENTIAL DISPLACEMENT
DISTRIBUTION (in)
12,000 RPM

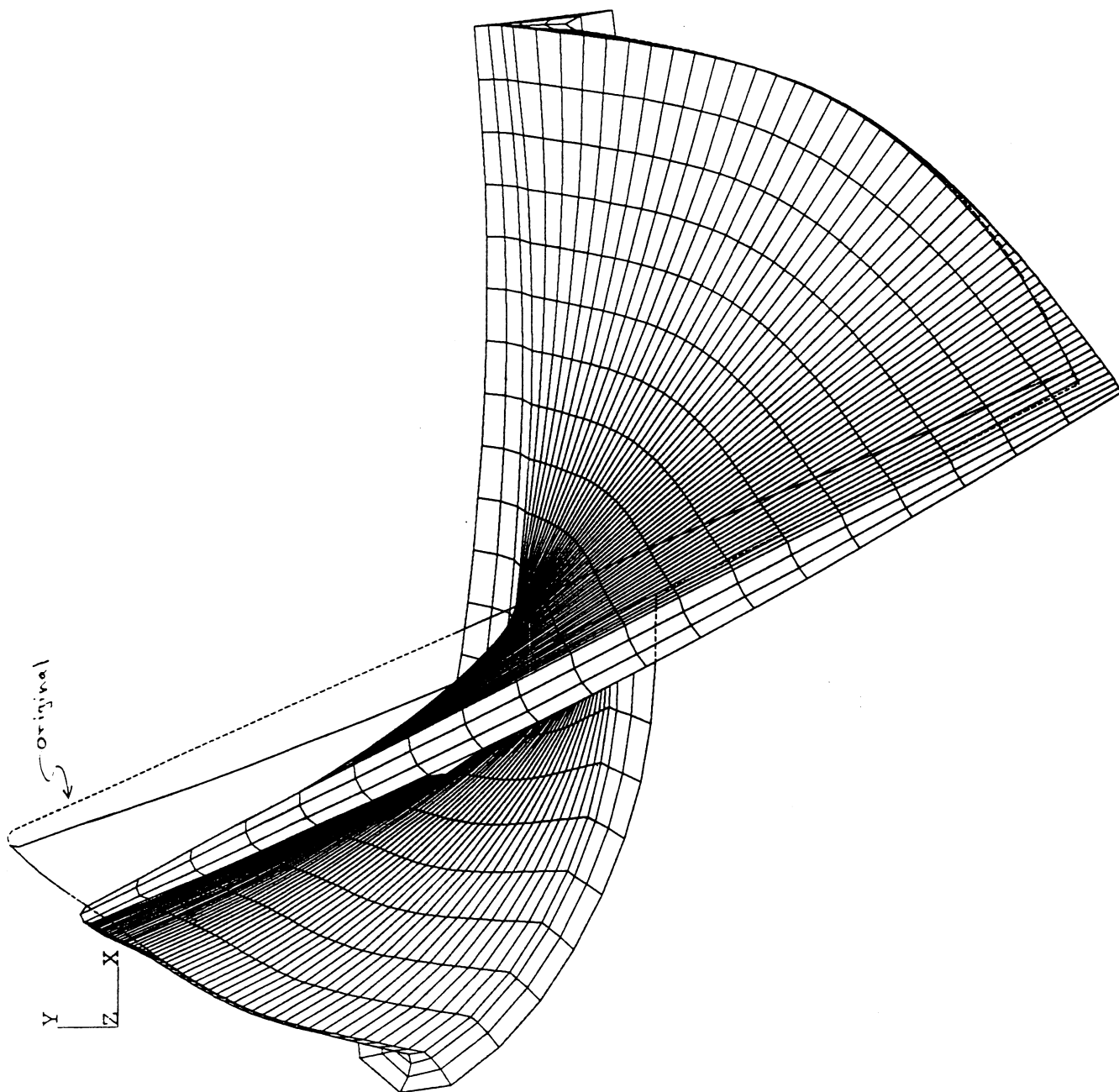
SMN = -0.03545
SMX = 0.007805
-0.03545
-0.030644
-0.025838
-0.021032
-0.016226
-0.01142
-0.006614
-0.001808
0.002998
0.007805



API Fan1 12000rpm 1psiP.S. StressStiffn Static Stress

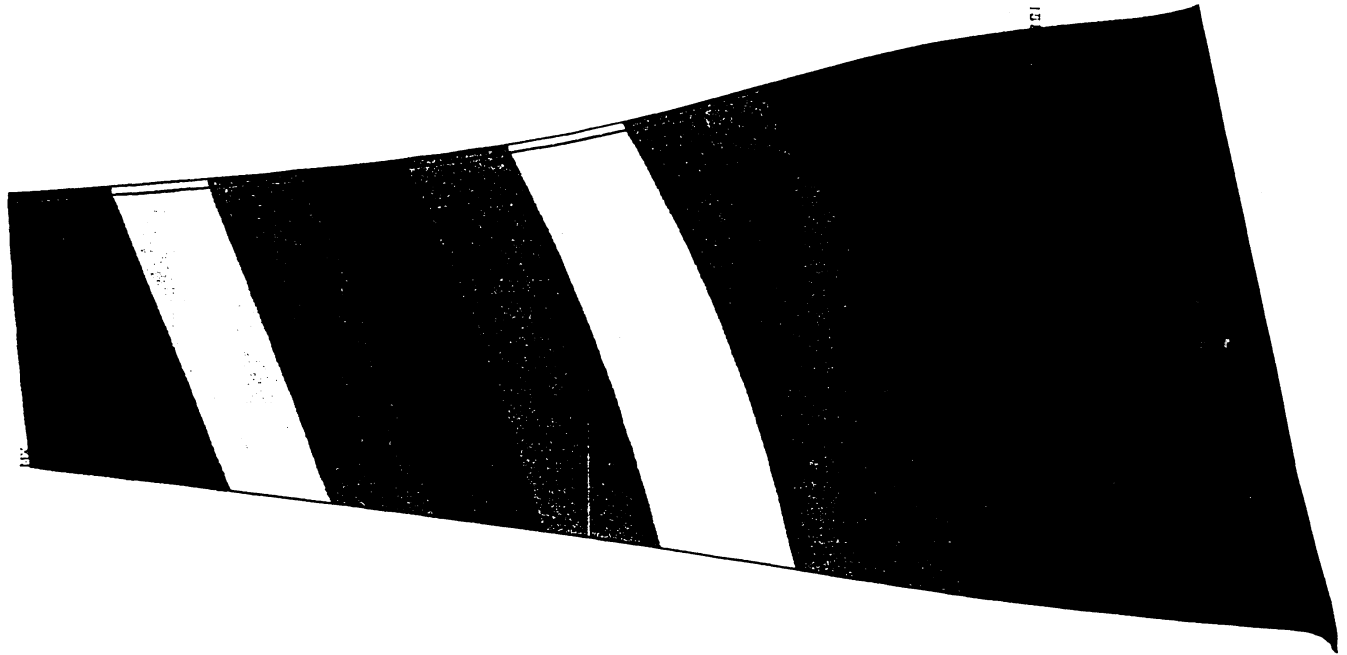
AMPLIFIED DISPLACEMENT
DISTRIBUTION AT
12, 000 RPM

TIP UNTWIST IS SMALL
.85 DEG @ 12, 000 RPM
.45 DEG @ 9, 000 RPM
MECHANICAL DESIGN
SPEED FOR CI-04



API Fan1 12000rpm 1psiP.S. . NoStressStiffn Static Stress

FIRST FLEX
MODE SHAPE
282 HZ



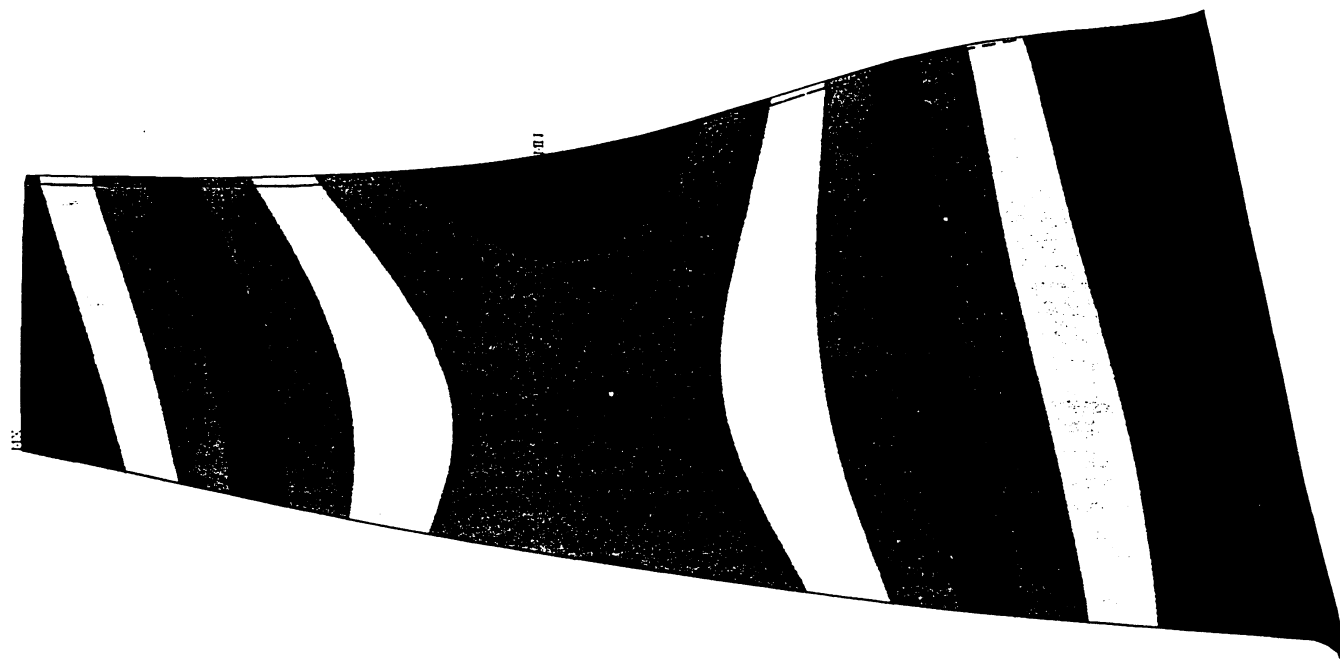
SMN = -0.769101
SMX = 68.726
-0.769101
6.953
14.674
22.396
30.118
37.839
45.561
53.282
61.004
68.726



API Fan1 0rpm Modal apimod0

2nd FLEX
MODE SHAPE
821 HZ

SMN = -36.354
SMX = 4.263
-36.354
-31.841
-27.328
-22.815
-18.302
-13.789
-9.276
-4.763
-0.249663
4.263



API Fan1 0rpm Modal apimod0



1st TORSION
MODE SHAPE

1515 HZ

SMN = -48.297
 SMX = 87.524
 -48.297
 -33.206
 -18.115
 -3.024
 12.068
 27.159
 42.25
 57.341
 72.433
 87.524

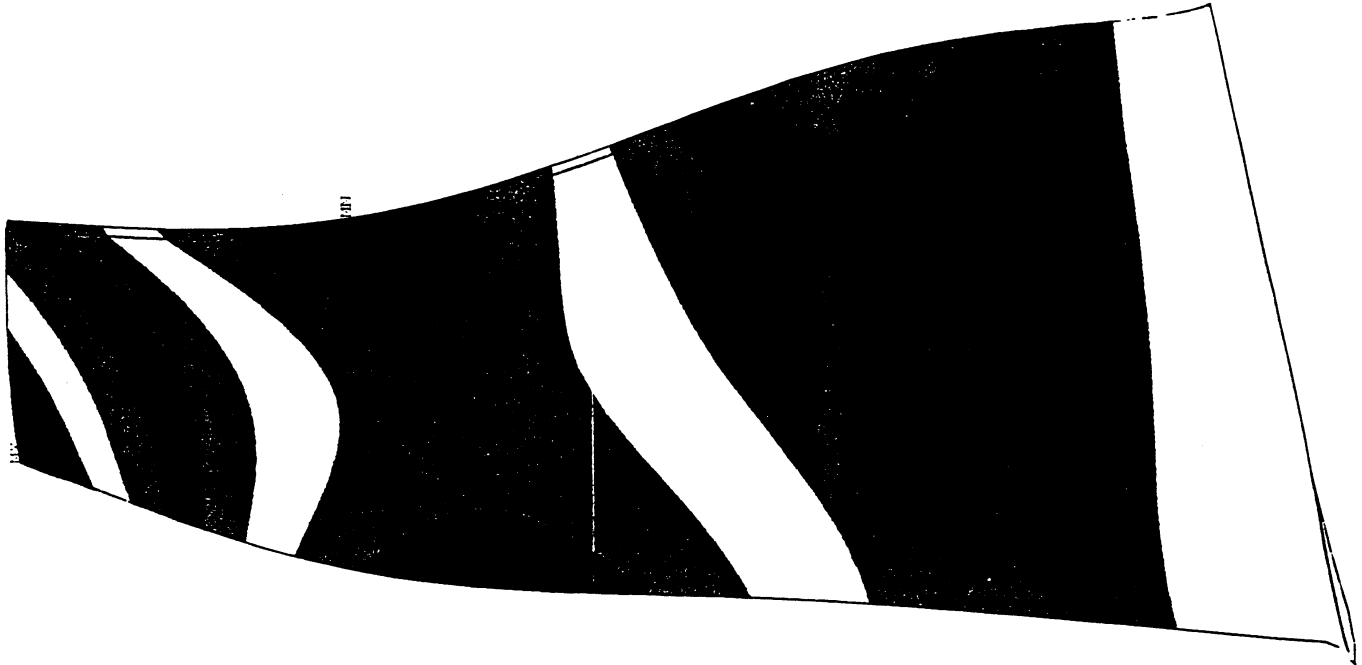


API Fan1 Orpm Modal apimod0

3rd FLEX

2194 HZ

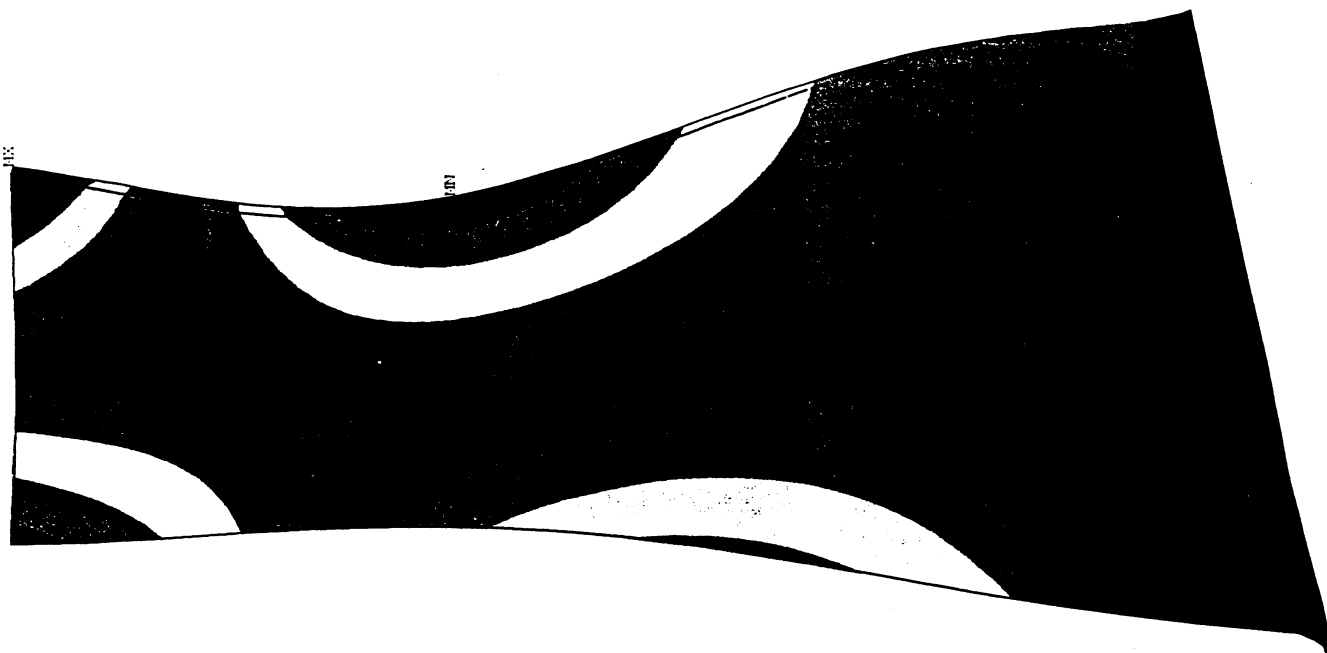
SMN	= -27.673
SMX	= 71.619
	-27.673
	-16.641
	-5.608
	5.424
	16.457
	27.489
	38.522
	49.554
	60.586
	71.619



API Fan1 0rpm Modal apimod0

2nd TORSION

3212 HZ



SMN = -73.922
 SMX = 88.75
 -73.922
 -55.847
 -37.773
 -19.698
 -1.624
 16.451
 34.526
 52.6
 70.675
 88.75



API Fan1 Orpm Modal apimod0



2 STRIPE MODE

3890 HZ



SMN = -37.985
 SMX = 129.084
 -37.985
 -19.422
 -0.858561
 17.705
 36.268
 54.831
 73.394
 91.958
 110.521
 129.084



API Fan1 Orpm Modal apimod0

REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.				
1. AGENCY USE ONLY (Leave blank)		2. REPORT DATE August 2003		3. REPORT TYPE AND DATES COVERED Final Contractor Report
4. TITLE AND SUBTITLE Efficient, Low-Cost Fan System Research for General Aviation and Commuter Aircraft			5. FUNDING NUMBERS WU-505-65-10-00 NAS3-27644	
6. AUTHOR(S) G.L. Merrill				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Advanced Propulsion, Inc. 2849 South 44th Street Phoenix, Arizona 85040			8. PERFORMING ORGANIZATION REPORT NUMBER E-14014	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) National Aeronautics and Space Administration Washington, DC 20546-0001			10. SPONSORING/MONITORING AGENCY REPORT NUMBER NASA CR-2003-212476	
11. SUPPLEMENTARY NOTES This research was originally published internally as AST020 in December 1997. This report is a formal draft or working paper. Project Manager, Joseph D. Eisenberg (retired). Responsible person, Susan M. Johnson, organization code 2200, 216-433-2163.				
12a. DISTRIBUTION/AVAILABILITY STATEMENT Unclassified - Unlimited Subject Category: 07 Available electronically at http://gltrs.grc.nasa.gov This publication is available from the NASA Center for AeroSpace Information, 301-621-0390.			12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words) This document reports research investigations into efficient, low-cost fan system concepts for high bypass turbofans for future general aviation and commuter aircraft. The research specifically addressed lower pressure ratio fans for good propulsive efficiencies in the 200 to 400 knot flight speed regime. Aerodynamic design analyses yielded predicted efficiency in area of 91 to 92 percent (adiabatic). Low-cost manufacturing studies yielded an aluminum blisk rotor and investment cast stator having lowest cost. Structural design analyses yielded a design having excellent vibratory characteristics and the ability to pass One- and Four-pound bird strikes satisfactorily. The low speed and low pressure fans of the study are estimated to have 24 to 30 EPNdB lower community noise levels than larger, high pressure ratio transonic fans.				
14. SUBJECT TERMS Turbofan; Fan system; General aviation; Commuter aircraft			15. NUMBER OF PAGES 76	
			16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT	